Meeting Type and Content in Chronological Order	**Meeting Date**
Citizens Working Group #1 – Kick-off & Review of Existing Conditions	Nov. 1, 2012
Joint Cities Working Team #1 – Review of Existing Conditions	Nov. 12, 2012
Public Meeting #1 *Study Introduction, Existing Conditions & Gather Input on Alignments*	*Nov. 14, 2012*
Citizens Working Group #2 – Preliminary Trail Alignments and Crossings	Dec. 6, 2012
Joint Cities Working Team #2 – Preliminary Trail Alignments and Crossings	Dec. 10, 2012
Citizens Working Group #3 – Universe of Trail Alignments, Part 1, Agency Input and Refined Crossings Solutions	Jan. 10, 2013
Joint Cities Working Team #3 – Universe of Trail Alignments, Part 1, Agency Input and Refined Crossings Solutions	Jan. 14, 2013
Public Meeting #2 *Dale/Heatherstone to Homestead Road:* *Universe of Trail Alignments and Crossing Options* *Public Survey of Northern Alignments*	*Jan. 30, 2013*
Citizens Working Group #4 – Universe of Trail Alignments, Part 2	Feb. 7, 2013
Joint Cities Working Team #4 – Universe of Trail Alignments, Part 2	Feb. 11, 2013
Public Meeting #3 *Homestead Road to Stevens Creek Blvd. with Connections to Rancho San Antonio County Park: Universe of Trail Alignments and Crossing Options* *Public Survey of Southern Alignments*	*Feb. 25, 2013*
Citizens Working Group #5 – Review of Community Feedback	Mar. 7, 2013
Joint Cities Working Team #5 – Review of Community Feedback	Mar. 11, 2013
Citizens Working Group #6 – Review of Community Feedback Wrap-up and Trail Segments and Ranking Criteria	May 2, 2013
Joint Cities Working Team #6 – Review of Community Feedback Wrap-up and Trail Segments and Ranking Criteria	May 13, 2013
Los Altos Public Meeting - SCT Feasibility Study: A Review and Update	*Jun. 18, 2013*
Citizens Working Group #7 – Draft Study Route Options – Descriptions and Rankings	Sept. 5, 2013
Joint Cities Working Team #7 – Draft Study Route Options – Descriptions and Rankings	Sept. 9, 2013

Meeting Type and Content	Meeting Date
Citizens Working Group #8 – Refined Route Descriptions and Cost Estimates	Oct. 3, 2013
Joint Cities Working Team #8 – Refined Route Descriptions and Cost Estimates	Oct. 14, 2013
Public Meeting #4 *Dale/Heatherstone to Fremont: A Focus on Creek Corridor Options*	*Nov. 14, 2013*
Citizens Working Group #9 – Trail Routes Wrap Up	May 1, 2014
Joint Cities Working Team #9 – Trail Routes Wrap Up	May 12, 2014
Joint Cities Working Team #10 – Project Reorientation	March 18, 2015
Citizens Working Group #10 - Project Reorientation	March 25, 2015
Joint Cities Working Team #11 – Preparation for Public Meetings	April 20, 2015
Citizens Working Group #11 - Technical Comments	May 7, 2015
Public Meeting #5 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*May 21, 2015*
Public Meeting #6 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*June 1, 2015*
Public Meeting #7 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*June 8, 2015*
Citizens Working Group #12 – Alignment Recommendations	June 17, 2015
Joint Cities Working Team #12 – Alignment Recommendations	July 20, 2015
Joint Cities Working Team #13 – Alignment Recommendations	July 24, 2015
Joint Cities Working Team #14 – Alignment Recommendations	August 5, 2015
Joint Cities Working Team #15 – Alignment Recommendations	August 21, 2015

OVERVIEW

Appendix B summarizes all of the routes investigated during the course of this study. The summary matrix combines pedestrian/bike pathways fully separated for automobile traffic and on-street pedestrian and bicycle facilities. The study segment and routes, improvement options evaluated along each route and the opportunities and constraints associated with each site are highlighted in the summary matrix. A feasibility assessment is provided for all routes. Issues to be addressed at the trail master plan or design phase are provided for routes deemed to be technically feasible, likely feasible or potentially feasible. The rationale is provided for routes determined to be technically infeasible.

FEASIBILITY ASSESSMENT TERMS AND DEFINITIONS

Four terms are used to describe the feasibility of the studied routes. The terms include:

Feasible applies to routes that meet the minimum design criteria for trails and on-street pedestrian and bicycle facilities. These routes are in areas of adequate land availability as determined by ownership and width. If the route is along the creek corridor the alignment is assumed to pass hydraulic and geotechnical screening and have the potential to be combined with enhancement measures to improve wildlife habitat.

Likely Feasible routes meet the same criteria as feasible routes but are in more highly constrained areas of the corridor where the alignment is likely, but ability to pass hydraulic and geotechnical screening is uncertain. Likely feasible also applies to routes that require a reduction of travel lanes or parking from local roadways. These routes require a traffic study, but the conceptual designs meet city policies and guidelines for enhancing pedestrian and bicycle mobility.

Potentially Feasible identifies routing options, which based upon current circumstances, appear to be feasible, but future plans by other agencies may impact feasibility. Too few project details had been developed by the other agencies to fully assess these pedestrian and bicycle routes. In general, this designation is assigned to only a few routes that enter parcels owned by Caltrans or SCVWD.

Infeasible applies to routes proposed in areas of inadequate land availability as determined by ownership and width either within the creek corridor or along the roadways within the study area. Infeasible also applies to crossings of existing structures that could not be modified to support a trail for a range of reasons including engineering constraints, hydraulic limitations and lack of support by operating agencies. Infeasible also applies to streets routes that did not meet minimum design criteria.

FACILITY IMPROVEMENT DEFINITIONS

Appendix B uses the following feasibility report terms to describe the bicycle and pedestrian facilities evaluated along each route.

Pedestrian/Bike Path is a trail or path separated from auto traffic. These facilities are proposed in open space lands and parallel to roadways. A pedestrian/bike path is typically considered to be 10-feet wide with 2-foot shoulders on each side of the facility. Pedestrian/bike paths are intended to serve a wide-range of trail users with varying skill levels.

Bike Lanes are indicated on arterial and collector streets carrying average daily traffic of more than 4,000 vehicles per day. Bike lanes provide a striped lane in either direction on the roadway and require one-way bike travel. Bike lanes are assumed to be 6-feet wide unless otherwise noted in this report.

Signed Bike Routes are indicated on streets having low traffic volume as measured by average daily traffic of

typically less than 2,000 vehicles per day, and speeds no more than 25 mph, and limited width. Bike route signs and optional pavement markings are used to designate a street as a signed bike route. Bike routes are placed on streets with and without parallel parking.

Neighborhood Greenway is a signed bike route that includes neighborhood enhancements to manage vehicle speed and volume and prioritize bicycle traffic. Neighborhood greenways are identified on streets where the addition of roadway markings, corner curb bulb-outs with landscaping and other amenities are feasible within the roadway right-of-way.

Sidewalks are designated walking spaces along roadways. Sidewalks may be directly adjacent to the roadway curb or may include a planting strip that provides buffer to the roadway and an opportunity for street trees and landscaping. Sidewalk standards may vary by city.

ENGINEERED STRUCTURES

Engineered trail improvements include underpasses, overcrossings, tunnels, pedestrian bridges and at-grade street crossings. Several structures have been proposed throughout the trail alignments. In most cases, these engineered improvements retrofit existing roadway bridges and provide an opportunity for human-scale transportation.

Underpasses extend along the creek banks and cross beneath the roadways. The underpasses follow existing Santa Clara Valley Water District (SCVWD) maintenance access roads where feasible. The underpasses retrofit existing roadway bridges to provide grade-separated trail crossings. The in-channel underpasses are typically designed to handle bicyclists, pedestrians and light duty maintenance vehicles. Roadway underpass improvements are designed for bicyclists and pedestrians only. The adjacent roadway provides access for street maintenance.

Pedestrian Overcrossings (POC) span major roadways and exclusively serve bicyclists and pedestrians. The overcrossings are proposed when no opportunity exists to retrofit the existing roadway and where grade-separations are preferred for extending the grade-separated the Stevens Creek Trail. The overcrossings provide grade-separated trail crossings and are feasible at some highway and local streets locations.

Tunnels pass beneath roadways to provide grade-separated crossings. Tunnels were evaluated in areas where no opportunity exists to retrofit the existing roadway bridge.

Pedestrian/Bicycle Bridges are proposed to provide connections across the creek corridor to extend the trail and over the UPRR line to access Rancho San Antonio County Park from Stevens Creek Boulevard. Pedestrian/bicycle bridges are intended to be of equal width to the trail and to completely span the creek without need for in-channel support. This type of a structure is referred to as a clear span bridge. These bridges can also be designed to accommodate vehicle loading should a trail area require vehicle access.

At-Grade Street Crossings are proposed at junctions where the trail meets a roadway and at the intersections along the on-street routes. Several at-grade street crossings are proposed for modification. The at-grade street crossings are proposed at controlled intersections or require modifications to intersections that do not meet these criteria.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Dale/Heatherstone Pedestrian Overcrossing (POC) to Village Court – Segment Overview	**A variety of engineering solutions**	**Direct route to approx. 22 acres of publicly-owned open space**	**Caltrans and private property ownership, limited land availability along the top-of-bank, eroding creek banks**	**FEASIBLE: Easement needed from Caltrans or apartment complex, hydraulic analysis and geotech investigation**
• Corridor Route – Ramping Structure to At-Grade Trail inside soundwall Caltrans ROW	Ramping structure and at-grade trail inside freeway ROW.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	INFEASIBLE: Caltrans not supportive of trail within soundwall.
• Corridor Route – Ramping Structure to At-Grade Trail behind new soundwall in Caltrans ROW	Ramping structure and at-grade trail and new soundwall.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	FEASIBLE: Requires easement or acquisition from Caltrans and reconstruction of the soundwall.
• Corridor Route – At-Grade Trail punching through soundwall near Dale/Heatherstone POC to At-Grade Trail inside soundwall in Caltrans ROW	At-grade trail inside freeway ROW.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	INFEASIBLE: Caltrans not supportive of trail within soundwall.
• Corridor Route – At-Grade Trail punching through soundwall near Dale/Heatherstone POC to At-Grade Trail behind new soundwall in Caltrans ROW	At-grade trail and new soundwall.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	FEASIBLE: Requires easement or acquisition from Caltrans and reconstruction of the soundwall.
• Corridor Route – At-Grade Trail through Heatherstone Apartments hugging soundwall	At-grade trail with improvements along edge of property	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed through apartment complex	FEASIBLE: Requires easement or acquisition from apartment complex.
• Combined Corridor and Neighborhood Streets Route – Pedestrian Bridge at Mockingbird Lane	City street bike/ped facilities to new bike/ped bridge at Mockingbird Lane.	Provides access to the corridor if pedestrian/bike path is infeasible between Dale/Heathertone POC and Mockingbird.	Narrow top-of-bank.	FEASIBLE: Hydraulic analysis and geotech investigation of bridge site.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Village Court to Permanente Creek Bypass – Segment Overview	**A range of engineering solutions**	**Direct, off-street route to approx. 22 acres of open space**	**SR 85 bridge with box culvert, limited top-of-bank, eroding creek banks, confluence with bypass channel**	**LIKELY FEASIBLE: Easement needed from Caltrans or apartment complex, Hydraulic Analyses and Geotech Investigation required**
• Corridor Route **–** Trail underpass beneath SR 85 opposite Diericx Drive	Trail underpass and ramps.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Box culvert bridge cannot be modified to pass flood flows and support a trail underpass.	INFEASIBLE: Box culvert cannot be modified.
• Corridor Route – Steel Truss pedestrian bridge to span creek parallel to SR 85 and structure slab trail on piles with curtain wall and geomorphic habitat enhancement to span narrow top-of-bank ledge and a second structure slab trail on piles to span the narrow bank at the Permanente Creek Bypass Channel	• 300 foot bike/ped bridge in two spans (180 and 120 feet each) parallel to SR85 • 100 foot structure slab trail on piles with curtain wall and geomorphic habitat enhancement at creek bottom • 350 foot structure slab trail on piles in bank behind existing secrete structure.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Steel Truss bridge passes through Caltrans ownership behind soundwall – Easement needed from Caltrans. Bank stability concerns at pinch points.	LIKELY FEASIBLE: Geotech and hydraulic analysis required, Requires easement or acquisition from Caltrans. Encroachment Permit and Design Review by Caltrans.
• Corridor and Neighborhood Streets Route – Pedestrian bridge to span creek at Mockingbird to access corridor plus structure slab trail on piles with curtain wall to span narrow top-of-bank ledge and a second structure slab trail on piles to span the narrow bank at the Permanente Creek Bypass Channel	• 90 foot bike/ped bridge at Mockingbird • 100 foot structure slab trail on piles with curtain wall and geomorphic habitat enhancement at creek bottom • 350 foot structure slab trail on piles in bank behind existing secrete structure.	Eliminates need to span the creek behind Village Court through narrow top-of-bank area.	Requires use of city streets to reconnect to the corridor – route more circuitous, but feasible. Bank stability concerns at pinch points.	LIKELY FEASIBLE: Geotech and hydraulic analysis required.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Permanente Creek Bypass to State Route (SR 85) – Segment Overview	**At-grade, meandering trail alignment past the pinch point at the Permanente Creek Bypass**	**Wide expanse of open space to support a trail**	**Narrow and eroding creek banks at pinch points**	**LIKELY FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans, Geotech and Hydraulic Analyses required**
• Corridor Route – At-grade trail to pedestrian overcrossing spanning SR 85 to Mountain View	• 1,150 foot POC spanning SR 85.	Mountain View owned parcel west of SR 85 provides landing area for POC ramp. Optional neighborhood access point at Remington Court with bike/ped bridge.	Conflicts with trailhead on Byrant – *Limited roadway width on Truman and Bryant to accommodate bike facilities with existing on-street school parking.*	FEASIBLE: Encroachment Permit and Design Review by Caltrans, Coordination with Mountain View High School.
• Corridor Route – At-grade trail to bike/ped bridge near Cal Water site to SCVWD maintenance road used to access the Fremont Drop Structure/Fish Ladder	• 150 foot bike/ped bridge spanning Stevens Creek upstream of the CalWater site.	Optional neighborhood access points at Remington Court with bike/ped bridge and Blackberry Terrace and Townsend Court.	Must maintain maintenance access to SCVWD Fremont Drop Structure/Fish Ladder, limited land availability on east bank and large oak trees to protect, invasive Arundo and Cape Ivy to remove.	FEASIBLE: Easement from SCVWD.
• Corridor Route – At-grade trail to bike/ped bridge near Townsend Court to SCVWD land adjacent to SR 85	• 150-foot bike/ped bridge spanning Stevens Creek to SCVWD land adjacent to Townsend Court.	Optional neighborhood access point at Remington Court with bike/ped bridge.	Limited land availability on east bank. PG&E Towers may limit bike/ped bridge placement. May be insufficient land to support both the trail underpass ramp and placement of the bike/ped bridge to Townsend Court on east bank.	INFEASIBLE: Insufficient land availability. Easement from SCVWD.
• Corridor Route – At-grade trail to bike/ped bridge parallel to SR 85 to pedestrian overcrossing spanning Fremont to Bernardo	• 135-foot bike/ped bridge spanning Stevens Creek parallel to SR 85.	Optional neighborhood access points at Remington Court with bike/ped bridge and Townsend Court.	Limited land availability on west bank adjacent to SR 85 immediately upstream of the Fremont Drop Structure/Fish Ladder.	LIKELY FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
State Route 85 (SR 85) to Fremont Avenue – Segment Overview	**Retrofit existing SR 85 bridge to accommodate trail underpass and ramps**	**Wide expanse of open space to support a trail**	**SR 85 and Fremont Avenue bridges, limited top-of-bank, eroding creek banks, power towers**	**FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans. Possible easement from 1195 West Fremont. Geotech and Hydraulic Analyses required**
• Corridor Route – Trail Underpass along east bank of SR 85 bridge with ramp curving upward to parallel Fremont Avenue Off-Ramp	Pedestrian/bike path along north side of Fremont and intersection improvements.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Seasonal underpass, “Cold Water Management Zone” for steelhead.	FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans, Geotech and hydraulic analysis required.
• Corridor Route – Trail Underpass along east bank of SR 85 bridge with ramp extending along top of bank at 1195 West Fremont Avenue	Pedestrian/bike path along north side of Fremont and intersection improvements. Provides for future grade-separated trail underpass at Fremont when roadway bridge is replaced.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Power towers, seasonal underpass, “Cold Water Management Zone” for steelhead.	FEASIBLE: Easements needed from SCVWD and 1195 West Fremont Avenue. Encroachment Permit and Design Review by Caltrans. Geotech and hydraulic analysis required.
• Corridor Route – Replace Fremont Avenue bridge with new structure that includes a trail underpass to access public land along Bedford to a street alignment	Complete bridge replacement with integrated trail underpass and ramps.	Fremont Avenue bridge is aging and will require replacement. Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Existing concrete arch bridge built in 1911 cannot be retrofit to accommodate trail underpass, power towers, “Cold Water Management Zone” for steelhead.	FEASIBLE: Only with complete roadway bridge replacement.
• Corridor Route – Trail Underpass along west bank of SR 85 bridge	Trail underpass and ramps.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Multiple parcels in private ownership. Inadequate land availability along top-of-bank, “Cold Water Management Zone” for steelhead.	INFEASIBLE: Lack of land.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Roadway Routes from Dale/Heatherstone Pedestrian Overcrossing (POC) to Fremont Avenue – Segment Overview	**On-street pedestrian and bicycle facilities**	**Existing pedestrian and bicycle facilities**	**Limited roadway widths, Requires loss of parking, School drop-off and pick-up, Some high volume streets**	**FEASIBLE: Existing on-street facilities**
• Neighborhood Streets Route – Franklin, Levin, St. Giles, Shady Spring, Bryant to Truman to Fremont	Neighborhood greenway on streets.	Low traffic volume and speed residential streets. Existing bike lanes on Bryant with plans to add bike lanes on Truman south of Oak.	Streets busy during school drop-off and pick-up. Limited roadway width on Truman and Bryant to accommodate bike facilities with existing on-street school parking.	INFEASIBLE: Limited roadway width and school parking needs.
• Neighborhood Streets Route – Heatherstone, Knickerbocker, Bernardo to Fremont	New bike lanes on Bernardo from Remington to Fremont, which requires loss of parking on one side of Bernardo south of Remington.	Low traffic volume and speed residential streets. Existing bike lanes on Knickerbocker and Bernardo to Remington.	*Requires loss of parking on one side of Bernardo south of Remington.* Fremont is a high volume street that serves SR 85.	FEASIBLE: Parking analysis of Bernardo. Crossing analysis of SR 85/Fremont for pedestrians and bicyclists.
• Neighborhood and Collector Streets Route – Heatherstone, Knickerbocker, Mary to Fremont	New bike lanes approved with Mary Avenue Street Space Allocation Study.	Bikes lanes approved with the Mary Avenue Street Space Allocation Study.	Mary is a high volume street farthest from the creek corridor. Fremont is a high volume street that serves SR 85.	FEASIBLE: Crossing analysis of SR 85/Fremont for pedestrians and bicyclists.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Fremont Avenue to Homestead Road – Segment Overview	**A variety of on-street routes and various opportunities for a pedestrian/bike path along Bernardo.**	**Low traffic volume and speed residential streets.**	**Homestead Road bridge, very few portions of the corridor in public ownership.**	**FEASIBLE: Traffic Study Required. Encroachment Permit and Design Review by Caltrans for POC options.**
• Neighborhood Streets Route – Greenway along Bernardo with at-grade crossings of Fremont and Homestead	Greenway street improvements.	Low traffic volume and speed street.	Streets busy during school drop-off and pick-up.	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route parallel to soundwall on Bernardo with at-grade crossings of Fremont and Homestead	Pedestrian/bike path parallel to the soundwall.	Extends pedestrian/bike path separated from traffic.	*Requires 1-way street or loss of parking.*	LIKELY FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route along soundwall with grade-separated crossings of Fremont and Homestead (north of roadway bridge)	Pedestrian/bike path parallel to the soundwall, POC at Fremont adjacent to SR 85 on-ramp, bridge over SR 85 parallel and north of Homestead Road, street improvements on Homestead to connect to Los Altos path.	Extends pedestrian/bike path with grade-separated crossings of roadways.	*Requires 1-way street or loss of parking.*	LIKELY FEASIBLE: Traffic study and geotech investigation required. Encroachment Permit and Design Review by Caltrans.
• Pedestrian/Bike Path Route parallel to soundwall on Bernardo with grade-separated crossings of Fremont and Homestead (south of roadway bridge and within Caltrans cloverleaf)	Pedestrian/bike path parallel to the soundwall, POC at Fremont adjacent to SR 85 on-ramp, POC over Homestead and SR 85 south of Homestead, inter-section improvements on Homestead.	Extends pedestrian/bike path with grade-separated crossings of roadways.	*Requires 1-way street or loss of parking.*	INFEASIBLE: POC south of Homestead Road in Caltrans ROW. Insufficient land and poor grades for structure.
• Pedestrian/Bike Path Route – Fallen Leaf to Homestead	Median running pedestrian/bike path along the center of Fallen Leaf.	Extends pedestrian/bike path.	*Requires use of entire 60-foot wide public ROW.*	INFEASIBLE: Requires full use of 60-foot wide public ROW. Restricts traffic movements.
• Neighborhood Streets Route – Fallen Leaf to Homestead	Greenway with walking space along the east side of Fallen Leaf or bike route street improvements.	Direct route on low volume and speed residential street.	Bike route alone would not accommodate pedestrians.	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path and Neighborhood Streets Route – Pedestrian/Bike Path through Sunnyvale open space land to Bedford to West Valley Elementary School to existing Pedestrian/Bike Bridge to Fallen Leaf Lane	Pedestrian/bike path parallel to the creek corridor and greenway or bike route on city streets.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic for short distance. Uses low volume/speed residential streets.	Streets busy during school drop-off and pick-up. Many route and trail type changes over a short segment of trail.	FEASIBLE: Coordination with West Valley Elementary School for shared use of property and pedestrian/bike bridge.
• Pedestrian/Bike Path and Neighborhood Streets Route – Pedestrian/Bike Path through Sunnyvale open space land to Bedford to West Valley Elementary School property to SCVWD property behind Brookside Oaks Apartments	Pedestrian/bike path parallel to the creek corridor and greenway or bike route on city streets.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic for short distance. Uses low volume and speed residential streets.	Streets busy during school drop-off and pick-up. Many route and trail type changes over a short segment of trail.	INFEASIBLE: Inadequate land availability behind Brookside Oaks Apartments,Coordination with West Valley Elementary School for shared use of property and pedestrian/bike bridge.

-- CONTINUED -- **Fremont Avenue to Homestead Road – Segment Overview**	**A variety of on-street routes and various opportunities for a pedestrian/bike path along Bernardo.**	**Low traffic volume and speed residential streets.**	**Homestead Road bridge, very few portions of the corridor in public ownership.**	**FEASIBLE: Traffic Study Required. Encroachment Permit and Design Review by Caltrans for POC options.**
• Neighborhood Streets Route – Belleville	Bike lanes and intersection improvements.	Direct route on low volume and speed residential street. Would directly link with corridor path extending along SR 85 off-ramp.	Streets busy during school drop-off and pick-up. Limited roadway width on Belleville to accommodate bike facilities with existing on-street parking. *Requires loss of parking to extend bike lanes.*	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route along north side of Fremont Avenue and both the east and north sides of Grant Road	Pedestrian/bike path parallel to city streets with 2 intersections, 12 side streets, 2 cul de sacs and driveways to the Woodland Branch Library and Lucky Supermarket intersecting the path.	Extends pedestrian/bike path within existing street right-of-way with at-grade crossings of roadways and intersections.	Improvements result in the loss of the westbound bicycle lane on Fremont and northbound bicycle lane on Grant. These lanes are integrated into the 10-12-foot wide path in an effort to preserve some trees in the undeveloped right-of-way.	FEASIBLE: Traffic study needed to assess loss of bicycle lanes and intersection impacts.
• Neighborhood Streets Route – Bernardo, The Dalles to Samedra, Homestead to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Greenway street and intersection improvements.	Takes advantage of Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Route is more circuitous and requires short jog on Homestead.	FEASIBLE: Traffic study required.
• Neighborhood Streets Route – Mary to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Bike lanes as based on the Mary Avenue Street Space Allocation Study.	Takes advantage of Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	*Requires loss of a travel lane to extend bike lanes.*	FEASIBLE: Only with reduced number of traffic lanes.
• Neighborhood Streets Route – Mary to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Median running path on Mary.	Extends pedestrian/bike path.	*Requires loss of a travel lane and bike lanes in exchange for median running path. May restrict turning movements for vehicles.*	INFEASIBLE: In conflict with Mary Avenue Street Space Allocation Study.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Interstate 280 (I-280) Crossings – Segment Overview	**Two potentially feasible grade-separated crossing of Interstate 280 and UPRR that would require use of residential streets near the creek corridor.**	**Most direct route to the Stevens Creek Corridor Park and trail connection on Stevens Creek Blvd. in Cupertino.**	**Limited portions of the corridor in public ownership, significant grade changes, UPRR operation, access to crossings on residential streets.**	**POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans.**
• Barranca to Peninsular to Somerset Park	Pedestrian Overcrossing (POC) spanning I-280.	Spans I-280.	PG&E power tower proximity. Neighborhood has incomplete sidewalks for pedestrians.	POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans. Aerial Easement from UPRR.
• Maxine to Caroline to Madera	Pedestrian Overcrossing (POC) spanning Interstate 280 and UPRR.	Connects directly with the trail at Stevens Creek Blvd. Spans both I-280 and UPRR.	PG&E power line proximity. Neighborhood has incomplete sidewalks for pedestrians.	POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans. Aerial Easement from UPRR.
• SCVWD lands to Madera	Pedestrian Overcrossing (POC) spanning I-280 and UPRR.	Connects directly with the trail at Stevens Creek Blvd. Spans both I-280 and UPRR.	Difficult topography with challenging grade changes. PG&E power towers challenges. Long angled POC span needed.	INFEASIBLE: Inadequate land availability due to topography and PG&E towers. Poor POC geometrics unlikely to be approved by Caltrans.
• SCVWD lands to Groveland	Pedestrian Overcrossing (POC) spanning I-280 and UPRR.	Shortest POC span providing access to elementary school and Varian Park.	Difficult topography with challenging grade changes. PG&E power towers obstruct POC landing.	INFEASIBLE: Inadequate land availability at Groveland due to PG&E towers.
• Use of Existing Tunnels	Trail underpass and access ramps passing beneath I-280 and UPRR.	Use of existing at-grade crossing of I-280 and UPRR.	Inadequate land availability to the south. Very long, remote stretch of corridor. Difficult topography with challenging grade changes. Frequent flooding.	POTENTIALLY FEASIBLE: Requires additional land. Requires easements and design support from SCVWD, Caltrans and UPRR.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Interstate 280 (I-280) to Stevens Creek Blvd. – Segment Overview	**Two likely feasible connections on existing streets**	**Most direct routes require new POC. Other options would improve conditions on existing roadways for pedestrians and bicyclists.**	**Use existing facilities requires travel on high volume/speed roadways that also serve as truck routes and traversing the hills on Stevens Creek Blvd.**	**FEASIBLE: Traffic Operations and Queuing Analysis for I-280 Interchange Improvements. Encroachment Permit and Design Review by Caltrans for POC and I-280 Interchange and Path Improvements along Foothill**
• Neighborhood Streets Route – Madera to Phar Lap to Stevens Creek Corridor Park	Greenway street and intersection improvements.	Direct alignment to Stevens Creek Trail connection on Stevens Creek Blvd.	Requires POC connection over I-280 and UPRR. Neighborhood has incomplete sidewalks.	POTENTIALLY FEASIBLE: Requires POC connection over I-280 and UPRR.
• Neighborhood Streets Route – Stokes, Dempster to Peninsula to Stevens Creek Blvd.	Greenway street and intersection improvements.	Close access to Stevens Creek Trail connection on Stevens Creek Blvd.	Requires POC connection over I-280. Must traverse hill to the east on Stevens Creek Blvd. to reach trail connection. Stevens Creek Blvd. is a truck route.	POTENTIALLY FEASIBLE: Requires POC connection over I-280.
• Arterial Streets Route – Mary to Stevens Creek Blvd.	Bike lanes as based on the Mary Avenue Street Space Allocation Study.	Takes advantage of improvements to Mary Avenue and existing Don Burnett Bicycle-Pedestrian Bridge.	Must pass DeAnza College, navigate traffic entering/exiting SR85 and traverse steep hill to the east on Stevens Creek Blvd. to reach trail. Stevens Creek Blvd. is a truck route. Traffic speed, volume and uncontrolled turning movements.	INFEASIBLE: Route exists, but not suitable for beginner bicyclists and families. Traffic Study for Intersection Improvements.
• Arterial Streets Route – Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd.	Use in current condition.	Uses existing bike lanes on Foothill Blvd.	Must navigate high volume and speed traffic on Foothill Expwy entering and exiting I-280 and traverse very steep hill to the west on Stevens Creek Blvd. to trail. Expwy has incomplete pedestrian facilities. Roadways are truck routes.	INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to Foothill Blvd. to Stevens Creek Blvd.	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange and I-280 bridge underpass.	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Uses existing bike lanes on Foothill Blvd.	Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280 and traverse very steep hill to the west on Stevens Creek Blvd. to reach trail connection. Roadways are truck routes.	LIKELY FEASIBLE: Traffic operations and queuing analysis required. Encroachment Permit and Design Review by Caltrans.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to Tunnel in cloverleaf extending beneath Foothill to ped/bike bridge over UPRR to Baxter	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange, I-280 bridge underpass, tunnel below Foothill and ped/bike bridge to Baxter	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Connects to neighborhood streets	Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280. Roadways are truck routes.	INFEASIBLE: Inadequate land availability for tunnel ramping and ped/bike bridge landing.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to ramp in cloverleaf extending Cristo Rey	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange, I-280 bridge underpass, ramp in cloverleaf to Caltrans, UPRR, SCVWD and CalWater properties.	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Uses existing bike lanes on Foothill Blvd.	Very remote, circuitous route. Grade changes. Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280. Truck routes.	INFEASIBLE: Lacks support from property owners.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Stevens Creek Blvd. Crossings – Segment Overview	**Several grade-separated crossing locations of Stevens Creek Blvd. remain under study.**	**May provide direct access into Stevens Creek Corridor Park. Wide ROW to the east on Stevens Creek Blvd.**	**Sensitive floodplain habitat, significant grade changes and numerous utilities in Stevens Creek Blvd.**	**POTENTIALLY FEASIBLE: These sites for a tunnel crossing have been preliminarily identified as potentially feasible.**
• Tunnel west of Stevens Creek connecting to Stevens Creek Corridor Park (22120 Stevens Creek Blvd., 'Stocklmeir Ranch' property)	Tunnel and ramps.	Grade-separated direct connection to existing trail at Stocklmeir Ranch.	Difficult topography with challenging grade changes. Sensitive floodplain habitat. Fewer utilities.	POTENTIALLY FEASIBLE: Remains under study.
• Tunnel east of Stevens Creek starting at the sidewalk west of Phar Lap along the north side of Stevens Creek Blvd. connecting to 22050 Stevens Creek Blvd. property	Tunnel and ramps.	Takes advantage of recent addition of 22050 Stevens Creek Blvd. to city ownership.	Better grades, but more utilities.	POTENTIALLY FEASIBLE: Remains under study.
• Tunnel east of Stevens Creek starting at the sidewalk east of Phar Lap along the north side of Stevens Creek Blvd. connecting to 22050 Stevens Creek Blvd. property	Tunnel and ramps.	Takes advantage of recent addition of 22050 Stevens Creek Blvd. to city ownership.	Better grades, but more utilities.	POTENTIALLY FEASIBLE: Remains under study.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Trail Connection to Rancho San Antonio County Park – Segment Overview	**A ped/bike bridge to provide a grade-separated crossing of UPRR.**	**Provides auxiliary access and trailhead parking to Rancho San Antonio County Park.**	**UPRR Crossing, County Roads and Airports and UPRR ownership, challenges with grades. Must maintain Gate of Heaven access.**	**FEASIBLE: A crossing of the UPRR tracks is feasible with a ped/bike bridge. Requires County Roads and Airports and UPRR land. Aerial Easement from UPRR. Geotech Investigation.**
• At-grade crossing of UPRR from Stevens Creek Blvd. to Rancho San Antonio County Park	Use existing at-grade crossing to Gate of Heaven Cemetery and historic Hammond-Snyder house.	Uses existing facilities.	UPRR Crossing, County Roads and Airports and UPRR ownership, challenges with grades. Must maintain Gate of Heaven access.	INFEASIBLE: UPRR not supportive of additional use at the Gate of Heaven grade crossing.
• Grade-separated crossing of UPRR from Stevens Creek Blvd. to Rancho San Antonio County Park	Ped/bike bridge and ramps spanning UPRR.	Connects to existing on-street bike facilities and trails within Rancho San Antonio County Park	Difficult topography with grade changes. UPRR Crossing. County Roads and Airports and UPRR ownership. Must maintain Gate of Heaven access. Earthquake fault in vicinity.	FEASIBLE: Requires County Roads and Airports and UPRR land. Aerial Easement from UPRR. Geotech Investigation.
• Trail Staging Area off Stevens Creek Blvd.	Trail staging area with restrooms and trail amenities.	Connects to existing on-street bike facilities.	County Roads and Airports and UPRR ownership. Must maintain Gate of Heaven access.	FEASIBLE: Requires County Roads and Airports and UPRR land.

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Comment #: 1 **Name:** Elaine Enos
Date: 4/3/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Bernardo Ave
Comment:

Cupertino Middle School is located on the corner of Bernardo Ave & Helena Dr. Both streets are crowded with teachers, students, parents: cars, pedestrians & bikers trying to reach the school entrances & parking lots. If changes are made to Bernardo, such as making it a one-way street or disallowing parking, the traffic congestion in the mornings, & afternoons, when then leave, would be terrible & dangerous to all.

I live on Helena Dr, right across the street from the school, so I see the traffic & the congestion we already have. It's very heavy.

Thank you.
Elaine Enos

Comment #: 2 **Name:** Eileen Chun
Date: 4/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: SCTfeasibilitystudy Public Comment
Comment:

Hello,

I wanted to ask that the trail study make a note of a blind curve condition that is present on Fallen Leaf Lane near Lantis Lane/Morton, specifically p. 44 of the Feasibility Criteria and Site Analysis needs to list this as a Unique Traffic Condition.

I've attached a photo of the problem. This would be worsened if the lane width were narrowed for car traffic as that would give bikers and walkers a false sense of security when cars drift out of the designated lane markers on this curve due to speeding.

There are 3 scenarios highlighted in my picture. (1) I observe this with regular frequency that cars will ignore the yellow line when heading in the direction towards Fremont. Also, cars heading the other way tend to also overrun their line but not as much as the other direction. (2) A biker thinks if he/she signals before a left turn onto Morton, that the car behind him/her will see him/her. A fast moving car will not, due to the blocking house. This has led to many near misses. (3) my son had a near miss when a car overcompensated to stay within the line. The car had just passed my son who was to it's right. When oncoming traffic appeared, the car overcompensated and nearly ran my son off the road.

This is a unique traffic condition that needs to be noted for the traveling public and the trail study in that it is not an expected danger to be cautious of versus a car pulling out of it's driveway which would be a more predictable danger.

And there is another point along Fallen Leaf Lane/Cynthia Lane that also poses a similar risk and where I've nearly come head on into cars not staying within their lines. Speeding and lane crossing is a known problem along this roadway by the neighborhood.

Thank you,
Eileen Chun

Comment #: 3 **Name:** Randy Rhody
Date: 4/3/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Missing images in Draft
Comment:

Only the cover page shows illustrations. All other PDFs show a black border around white space.
Randy Rhody

Comment #: 4 **Name:** Nicole
Date: 4/4/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: pdf needs fixing
Comment:

The pdf report for the feasibility study has been compressed in such a way that the images and figures are mostly un-readable. They have been downsampled to such a low resolution that one cannot make out what the original figure/picture was. Can you please fix the file and set the resolution for the images to a higher resolution?
-Nicole

Comment #: 5 **Name:** James Morales
Date: 4/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Complete the trail!
Comment:

I am a long time Sunnyvale resident and homeowner writing to express my strong support for completing the Stevens Creek Trail through Sunnyvale, Los Altos, and Cupertino. with an route that maximizes an off road alignment.

The completed trail will quickly become a popular and enduring asset to the community, used for recreation, commuting, and health.

Do not allow a few vocal opponents to stymie the greater good of a completed trail. Trails enhance property values, build community, and reduce crime. In Mountain View the most recently completed reach of the trail turned an area previously rife with homeless encampments into a safe area enjoyed by families.

An alignment separated from the street will maximize the beauty, safety, and enjoyment of the trail. Sunnyvale is rapidly losing open space and traffic is becoming more dangerous for pedestrians and bikers.

A trail that minimizes a street alignment is not only more enjoyable to use, it creates accessible open space and is safer for trail users.

Please help close the gap in the trail.

Regards,

James Morales

Comment #: 6 **Name:** Patrick Grant
Date: 4/13/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: Entirely new concept for SCT path crossing I280 - Foothill Loop and Bridge
Comment:

Hi,
I'd like to introduce you to an entirely new concept not considered before for Stevens Creek Trail to cross I280 entirely by pathway, with no freeway off ramp crossings. Foothill Loop and Bridge.

It uses existing rightaways discussed in feasibility study, but with a loop up to allow a diagonal bridge landing on existing very wide pathway SE of interchange. The bridge takes advantage of median to keep spans under 100'. Possibly under 89' allowing segments to be brought to site by rail line. Bridge is best curved like Heatherstone at least to allow large flexibility in footing placement and bridge engineering needs. (the curve shown is actually less than a similar box truss bridge in Longview, Fl. And Heatherstone segments).
Contact me for further information and contractor that designed and built Fl. bridge.

Pictures are worth a million words, so I will let the attached illustration describe the concept.

Hope this helps Stevens Creek Trail Routing.

Best Regards
Patrick Grant

Comment #: 7 **Name:** Pat Grant
Date: 4/14/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: ALTERNATE ROUTE! Entirely new concept for SCT path crossing I280 - Foothill Loop and Bridge.

Comment:

All,
The Foothill loop and bridge has an alternate route using west side entirely of Foothill and straight but longer crossings. It's piers are further from rail tracks, which may be desirable.

Sorry about second email on topic.

Regards
Pat Grant

Comment #: 8 **Name:** n/a

Date: 4/16/2015 **Jurisdiction:** n/a **Supplemental Document:** No

Subject: Appendix B page 10 entries conflict with the only nationally accepted metric for choosing appropriate bike routes in The Draft Stevens Creek Feasibility Study Report

Comment:

Appendix B page 10 entries conflict with the only nationally accepted metric for choosing appropriate bike routes. The Draft Stevens Creek Feasibility Study Report must be corrected in serious errors in evaluations of Stevens Creek Blvd in commercial zones.

In choosing and evaluating bike routes, Federal Highway Administration created the Bicycle Compatibility Index. (BCI). http://safety.fhwa.dot.gov/tools/docs/bci.pdf

As the only widely used nationally accepted transportation metric (BCI) gives existing Stevens Creek Bld failing level E/F grade (4.5 to 5.3) and Foothill a marginal poor C grade 2.5). BCI sets lower limits for adult novice cyclists as level C. The report sections quoted below are totally backwards from BCI metrics and will mislead decision makers to chose the most dangerous route possible.

The reasons is Stevens Creek has double traffic, street parking, in commercial area, higher peak truck traffic and much higher curb activity. Scores were derived from Draft Stevens Creek Feasibility Study Report and online Google earth dimensions according to procedures in http://safety.fhwa.dot.gov/tools/docs/bci.pdf.

"Arterial Streets Route – Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd."

"Must navigate high volume and speed traffic on Foothill Expressway entering and exiting I-280 and traverse hill to the west on Stevens Creek Blvd. to trail. Expressway has incomplete pedestrian facilities. Roadways are truck routes." Report CORRECTLY States: "INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities."

For "Arterial Streets Route – Mary to Stevens Creek Blvd."

"Must pass DeAnza College, navigate traffic entering and exiting SR85 and traverse hill to the east on Stevens Creek Blvd. to reach trail connection. Route is a long distance for the Stevens Creek. Stevens Creek Blvd. is a truck route." REPORT INCORRECTLY States "FEASIBLE: Traffic Study for Intersection Improvements."

Appendix line by line BCI scoring for Stevens Creek Blvd and Foothill.

Stevens Creek Blvd. total 5.3. (varies by segment)

Foothill total 2.5

Term.	Stevens.	Foothill
BL.	-0.966.	-0.966
BLW	-0.738.	-0.738
CLW.	-1.992.	-1.992
CLV/OLV.	+2.311.	+1.056
SPD.	+1.526.	+1.558
PKG.	+0.506.	Zero
AREA.	Zero.	-0.264
fT.	+0.4.	+0.2
fR.	+0.1.	Zero
fP.	+0.5	Zero

Comment #: 9 **Name:** n/a
Date: 4/20/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: Using the Union Pacific Railroad tracks from the Cupertino Foothills to San Jose for the SCT

Comment:

Hi,

Has the Union Pacific Railroad been contacted recently by the City of Cupertino regarding an easement along the railroad tracks between the quarry in the Cupertino foothills to San Jose? An easement or agreement between Cupertino and the Union Pacific Railroad, would allow for a multi-purpose protected class 1 extension of the Stevens Creek Trail from Rancho San Antonio to San Jose. Routing a protected class 1 trail along the rail road, could be utilized for for connectivity, commuters and recreational use. My understanding is that the UPR only uses the track twice a week.

Cupertino Bicycle Pedestrian web page.

Cupertino Bicycle Transportation Plan

Trail Projects
CBPAC also advocates the creation of trails for recreation and transportation that connect scenic vistas and historical landmarks. Trails will be auto-free, mixed-use for hiking, biking, and horseback riding. The proposed Union Pacific Railroad Trail follows the Union Pacific train tracks from Cupertino's Stevens Creek Boulevard south to Los Gatos' Winchester Boulevard along the foothills of the Santa Cruz Mountains. The level trail will stretch nine miles and connect neighborhoods, parks, two community colleges, and several business centers. It also connects the Los Gatos Creek Trail at one end to the Stevens Creek Trail at the other.

The great Stevens Creek Trail will stretch from the San Francisco Bay to the Pacific Ocean. It was first conceived in the early 1960's and written into the Santa Clara County General Plan. Today the 54 mile trail is complete except for a 5-mile gap from Cupertino to Mountain View. When finished the trail would link Rancho San Antonio Park, Montebello Open Space Reserve, Stevens Creek County Park, and McClellan Ranch in Cupertino to Shoreline Park on the bay.

http://www.cupertino.org/index.aspx?page=51

Comment #: 10 **Name:** Scott Hughes
Date: 4/20/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Public Input Meetings
Comment:

Hello,

I'd like to follow up on my suggestion at tonight's meeting regarding noticing options for the Public Input meetings regarding SCT.

I sincerely appreciate the massive amount of work done on this effort to date and understand the desire to be fair to all cities while trying to move forward within the financial limitations. However, rather than prolong tonight's meeting, I thought it best to explain why I think it would be best for you to try to notice city wide this one time; one postcard detailing all 3 meeting dates and locations to every resident in all four cities.

(1) This is beyond a once in a lifetime effort; this is likely a project which, once completed, will not be revisited for over 100 years. As another speaker said, some of these cities have provided citywide noticing for other projects such as libraries, etc. Nothing against libraries, but a small percentage of today's adult population uses a library anymore and many of these libraries get rebuilt every 30-40 years. Every resident in the affected cities will have the opportunity to benefit from this these trails and therefore deserves notice.

(2) There is a massive talent pool of residents in these four cities; some of which may have some unique experience, expertise, etc. which could be of benefit to us all; this is the best and may be the only chance to draw that input out so that it can help improve the final outcome.

(3) If you only directly notice people within a certain distance of the possible trails, you are severely biasing and limiting the pool of people you draw upon for public input. Following recent local history, the majority of your speakers will likely be focused on their own personal needs and dislikes; i.e., how to convince you to pick a trail which least impacts their current way of life and shift the burden onto someone else via a different routing. I would think we all might be better served to get a broad cross section of input from all the potential users of the trail; students, fitness buffs, commuters, leisure users, etc.

(4) If you limit noticing and close public input in June, you are increasing the chances that residents will overwhelm the City Council meetings with input in the fall, delay and/or submarine the entire process, and many of them will be asking, "why am I just hearing about this now" and "why wasn't I ever noticed".

For the record, I do not live very close to any of the proposed trail paths but I do hope to use it someday to bike from Cupertino to Shoreline.

Thanks again for all your effort on this complex task.

Regards,
Scott Hughes
Cupertino, CA

Comment #: 11 **Name:** Sandy Mingia
Date: 4/24/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Input regarding the Stevens Creek Feasibility Study
Comment:

Regarding the Stevens Creek Feasibility Study:

Please listen to the residents of Sunnyvale, Los Altos and Cupertino.

We believe in following the position of CRT - Citizens for Responsible Trails:

1. fiscal responsibility
2. utilize existing infrastructure,
3. minimize impact on neighborhoods

Sincerely

Sandy Mingia

Comment #: 12 **Name:** Cindy Castillo
Date: 4/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I support the trail
Comment:

I enthusiastically support the City of Sunnyvale participating with it's neighboring cities to do our share in completing the Stevens Creek Trail. Citizens of all ages can benefit from using the entire trail or only part of it in their area. It can bring communities together as you see neighbors and friendly strangers alike. There are too many neighbors who automatically respond negatively to any change in their lives and I want to be a voice that supports this change. I have lived in Sunnyvale since 1988 and was in Los Altos and Mountain View before that. I would love to see this wonderful trail extended for all our communities. I trust that the good folks in the planning commissions will eventually come up with the most appropriate route.....I just want to support the project going forward.

Cindy Castillo
Sunnyvale, CA

Comment #: 13 **Name:** Victoria Philp
Date: 4/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Stevens Creek Trail Four Cities Joint Feasibility Study
Comment:

As a Sunnyvale resident, I would like to express my support for the Stevens Creek Trail Four Cities Project.

I plan to add my email to the SV city blog to stay informed of the latest information regarding this important effort to create an even richer environment for me, my children and our neighborhood.

Thank you,

Victoria Philp
Sunnyvale

Comment #: 14 **Name:** Karen Escobar
Date: 4/29/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Stevens Creek Trail- safety
Comment:

Hello, I wanted to voice my support for a trail connection. I have used the trail for many years, bicycling to work and walking with my friends after work. I just wanted to point out a couple things that concern me, for your consideration in future trail design (any trail, for that matter):

1. Please do not plant bushes near the edge of the trail. My women friends and I don't like it as they can hide nutcases (technical term :)) who can pop out quickly to do their weirdness. Bushes/branches can also grow into the trail and make it feel more narrow, which leads to:
2. Can you make it wider? I've ridden/walked this trail from the start, and it's getting busier. Which is a good thing. But I've seen too many cyclists 'thread the needle' when passing a pedestrian in the face of an oncoming cyclist. (Yes, they could wait to pass, but they obviously aren't that smart). Also, when two friends are walking side-by-side talking, it is unnerving to have a cyclist pass them so closely at 10-15 mph- even if they announce that they are passing, which most don't and even if they do, sometimes you can't hear over chat.
3. The homeless. It seems that many of the people displaced from 'The Jungle' in San Jose have discovered the area by Highway 85/El Camino. My main concern is fire hazard, given the number of big eucalyptus along the creek. Can there be fire fighters (with social workers?) who visit that area and check up on things? I know there is no alternate housing available, but maybe just a safety check (preferably in the evening when they are back home) now and then?

Cheers,
Karen Escobar

Comment #: 15 **Name:** Gil Ohana
Date: 4/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Stevens Creek Trail
Comment:

I am a resident of the Cherry Chase neighborhood that has long enjoyed use of the Stevens Creek Trail on walks and bike rides to downtown Mountain View and Shoreline Park. Connecting the existing Cupertino and Mountain View segments of the trail would be a great addition to the west side of Sunnyvale and a wonderful neighborhood amenity. Like many other Sunnyvale residents, my family and I have benefited from the time and effort Mountain View and Cupertino have put into developing the segments of the train that run through those cities, particulaly (in the case of Mountain View) since the construction of the pedestrian bridge across Highway 85, the eastern end of which is very close to the border between Mountain View and Sunnyvale. Hopefully Mountain View and Cupertino residents, as well as Sunnyvale residents, will soon be able to enjoy a continuous trail from the Stevens Creek reservoir to the Bay.

Unfortunately I will not be able to participate in the Community meeting on May 7th to express my strong support for the creation of a continuous Stevens Creek Trail through Sunnyvale in person. This comment will have to suffice.

Best regards,

Gil Ohana
Sunnyvale

Comment #: 16 **Name:** Pat Grant
Date: 5/1/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: Fwd: Desire traffic study Foothill and Stevens Creel blvd at 280 and 85 respectively
Comment:

Hi,
Here is traffic counts from Cupertino to further sharpen BCI numbers for Stevens Creek Blvd. Regardless of minor changes, the BCI metric will show Stevens Creek Blvd near Hwy 85 crossing in solid legal evidence manner, this route is unsuitable for any trail designation and susceptible to liability under section 835.2.

Regards
Pat Grant

Sent from my iPhone

Begin forwarded message:

From: Erwin Ching <>
Date: April 30, 2015 at 2:33:48 PM PDT
To: 'Pat Grant' <>
Subject: RE: Desire traffic study Foothill and Stevens Creel blvd at 280 and 85 respectively

Hi Pat,

Please see attached speed surveys and intersection counts that we have on file. Unfortunately, we do not have intersection counts for Foothill Blvd near 280.

Sincerely,

Erwin Ching, P.E.
Associate Civil Engineer
City of Cupertino

-----Original Message-----
From: Pat Grant []
Sent: Tuesday, April 14, 2015 6:34 PM
To: City of Cupertino Traffic Department
Subject: Desire traffic study Foothill and Stevens Creel blvd at 280 and 85 respectively

Sirs,
Please tell me how to get following most recent data:
85 percentile speed, engineering and traffic surveys, traffic and truck volume by lane for Stevens Creek Blvd within 1/4 mile of Hwy 85 and Foothill within 1/4 mile of I280.

Regards
Patrick Grant

Sent from my iPhone

Comment #: 17 **Name:** Steve Schaefer
Date: 5/1/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Great Report!
Comment:

Thank you so much for this amazing feasibility report for extending/connecting the Stevens Creek Trail! This represents so much great work!

It is so important to provide safe routes to walk and bike in our cities! I know it will be expensive, but it really will be worth it to get us out of our cars! This report is truly a vision for what we need to bring our community into the 21st century! I support all your efforts to make this happen, especially those that put the emphasis on creating separate paths ("corridors"?) for bikes/pedestrians that are off the roadways, particularly along Stevens Creek. We already love and use the existing SCT, and we can't wait for an extension into our neighborhood (Serra Park / West Valley Elem / Cupertino Middle Sch.)!

I know there will be naysayers and obstacles along the way, but please stay resolute to give our citizens the safe routes they deserve!

Thanks again!

:^)

-Steve Schaefer
Sunnyvale, CA

Comment #: 18 **Name:** Margaret Lawson
Date: 5/1/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello
I support connecting Mt View with Cupertino on the Stevens Creek Trail.
We live on Wright Avenue and I have no problem with bicyclists using Wright
to get from Fremont to Homestead.
It was a terrible mistake not to have had the vision to have dedicated land behind
the houses along the creek. So to have bicyclists ride on side streets is the next best solution.

Margaret Lawson

Comment #: 19 **Name:** n/a
Date: 5/2/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: No vote on arc
Comment:

Stick to the bike plan. Down Mary Ave. or up Fremont to grant to foothill Exy.

Sent from my iPhone

Comment #: 20 **Name:** Mike De Groot
Date: 5/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: steven's creek trail
Comment:

I read the article in the Cupertino Courier and am very interested in getting separate bike trails in Cupertino. I commute to work on my bike to the Mountain View train station and the Steven's Creek Trail and can imagine various options for how the trail could go "all the way" to my home in Cupertino.

Please add me to list of people reviewing the possibilities.

Thank you,
Mike De Groot

Comment #: 21 **Name:** Mike
Date: 5/3/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Re: Automatic Reply - SCT Feasibility Study Comments Received Re: steven's creek trail

Comment:

I haven't read all the details but I'd like to see the connection to the I-280 overcrossing but additionally a trail along the UPRR railroad all the way to connect to the pedestrian/bike path at ranch san antonio.

The map makes it look like the green line for the rancho san antonio trail goes all the way to Steven's Creek Blvd.. Its almost true. However that bike path is still inaccessible to Steven's Creek Blvd (unless you lift your bike over a locked gate). Why is that? Who can open that gate? County? Mountain View? UPRR? Cupertino? Pedaling to a locked gate with finished path on the other side for > 10 years is very frustrating.

Can you add some dots to your map going that way?

Mike

On May 3, 2015, at 9:47 AM, SCTFeasibilityStudy AP <sctfeasibilitystudy@sunnyvale.ca.gov> wrote:

Automatic Notification: Thank you for your feedback on the Stevens Creek Trail Four Cities Joint Feasibility Study. This message is to inform you that your email has been received and will be forwarded to the Citizens Working Group (CWG) and the Joint Cities Working Team (JCWT). While the CWG and the JCWT will be reviewing all comments, we will not be responding to each comment or question individually. Instead these comments will be reviewed and will be taken into consideration as they make their recommendations to City Councils.

While comments on preferred alignments will be accepted, these will not be included or considered for inclusion of the body of the technical feasibility study as no preferred alignment will be suggested. Instead, all comments received on the draft report (including those that note a preferred alignment) will be included for public review as an appendix to the final report.

Three public input meetings will be scheduled between May 11 and 29. A full schedule update is coming soon. If you wish to receive updates on the feasibility study and scheduled meetings, please register here and you will be notified when new information is posted.

Comment #: 22 **Name:** Dan
Date: 5/5/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Stevens Creek Trail Connected Vision
Comment:

I want to voice my strong support for the connection of the Steven's Creek trail segments. As a resident of Sunnyvale(who lives right in proposed area) I find the Steven's creek trail a fantastic, beautiful, safe option for my bike commute to work. I currently ride a couple miles out of my way to get on the trail. The extension would significantly improve access in both directions. As a parent I really like the idea of my kids being able to ride on the trails and lower the risk of car/bike collisions.

Thanks,

-Dan

Comment #: 23 **Name:** Mona Schorow
Date: 5/15/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: SCT Feasibility Study
Comment:

The growing residential and traffic densities create dangerous conditions for pedestrians and cyclists. I like all of the proposals.

Sincerely,

Mona Schorow

Comment #: 24 **Name:** David Gustavson
Date: 5/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: The Stevens Creek Trail needs to avoid residential streets
Comment:

Esteemed Representatives:

I think it's a big mistake to run a nature Trail down a residential street.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

David Gustavson

Comment #: 25 **Name:** Robert Sloan
Date: 5/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Comments on the Feasibility Study
Comment:

Thank you for your hard work.
I am supportive of this trail and its successful completion.

I had several comments.

1) The focus on a single trail from Stevens Creek Reservoir to the Bay while a good goal should also include great connections to existing feeder trails.
There are those who will want to ride the full length but many others who wish to easily get to the trail to ride just a portion.
For example the trail should smoothly connect to the wide separated Los Altos Trail at 85 and Fremont.
We should also provide access to the bike trail on Remington where there are 11 parking spaces on Remington ct. and two separate wide PGE access gates.
If the trail gets close to Homestead and Bellville then a connection to the Homestead walk/bike path should be made.

2) It may be good to have multiple alternate routes at the choke points. Especially between Fremont and Homestead. Having the traffic go in several directions may help alleviate concerns about trail traffic of those along any one route. One thing to consider is to have the trail split into one way trails on adjacent streets like Newcastle and Fallen Leaf. There could be 2 separate paths through this choke point the traffic could be split in two trails for example the Bernardo Wall and the long way round to Foothill expressway.

3) To make the connection smooth between the Stevens Creek Trail and the Los Alto trail along Fremont at 85, a portion of the back parking lot of the Innospring company (at 85 and Fremont) could be purchased. This would be a seamless connection avoiding the busy 85 offramp at Fremont and the crossing of the entrance to Innospring.

4) Most important in my mind is to take advantage of the HUGE open lands that exist along the Stevens Creek. It is quite obvious that the 30 acres from the current end of the trail to Fremont is an inevitability. But the water district lands on either side of 280 at the creek are HUGE and very beautiful. I dont know if a trail by the train track on the Cupertino side of 280 has been considered but it would only require a couple of bridges to add 10 miles of trail. This way could also open up the water district land on the Cupertino side of 280.

5) I know it is probably off the table but someone should speak this difficult statement. The shortest and least impactful way through the choke point between Fremont and Homestead is to put the trail in the back parking lot of Innospring, bridge over Fremont, use the Sunnyvale/PGE service road and easement behind homes (a thick cement wall could be put in for homes) coming out on Bedford between homes. The trail would be on the street only 2 blocks of Bedford. It could even be split into 2 one-way trails on Bedford and Barton before arriving at West Valley School. The large open space behind West Valley and the Brookside Oaks Apartments would be a beautiful addition to the trail. This would nicely connect to the bike trail on Homestead. A bridge could be made to get the trail near the creek to Barranca where it is a short distance to the wonderful open water district lands at 280.

6) I am absolutely shocked that development is planned in Cupertino between Deep Cliff Golf Course and Linda Vista Park.There is a road at the edge of the Deep Cliff Golf Course which would be perfect for the extension of the trail. Cupertino should review this project for once built on this road will be gone forever.

Robert Sloan

Comment #: 26 **Name:** Bob
Date: 5/9/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Please use only existing bicycle routes.
Do a better job of listening to residents/voters.

None of the 'feasible' residential streets is safe for a Trail.
There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please listen to us.... and do the right thing.
We want trails only along existing routes.

Bob

Comment #: 27 **Name:** Barbara Kamm
Date: 5/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I reside on Fallen Leaf Lane in Los Altos and wish to express my complete disapproval of ANY plan to spend tens of millions of taxpayer dollars on creating a bicycle path to link the Stevens Creek Trail down neighborhood streets in Los Altos. We residents have been opposing this plan from the beginning, and our city governments do not seem to want to listen, catering instead to a small number of elitists who want to impose impose their ideas and their lifestyle on everyone else.

Our neighborhood streets were not designed for large numbers of bicycles. On Fallen Leaf Lane, for example, there are about 100 driveways and numerous side streets entering a stretch of road that is only a little over a mile long. That leaves too much room for accidents, which none of us want, and too much liability for homeowners and even for the city.

I would also object to the trail being run down Fremont to Grant. That street is already too congested, with the city looking for traffic-calming measures. To try to turn it into a bikeway for thousands of riders, and to do so safely, would probably require the removal of many, if not all, of the beautiful trees that make Fremont Ave the lovely suburban street it is. Save the trees, and do not put a bike route down that street.

There are many other arguments against this boondoggle that far outweigh the "benefits" of connecting the Stevens Creek Trail. I stand opposed to using our neighborhood streets to doing so.

Barbara B. Kamm

Comment #: 28 **Name:** Nancy Claunch
Date: 5/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Study
Comment:

All,

I'm writing today to voice my opinion regarding the SCT Feasibility Study. You need to look at the negative impact that some of these choices have on the security and character of our neighborhoods. I believe you should choose the new trail path with common sense and fiscal responsibility. Don't waste money on a new bridge or footbridge when we already have a $15 million Don Burnett Bridge over 280. And according to the 4/30/90 Mary Ave Bicycle Footbridge Dedication invitation "this bridge connects the north and south sections of Stevens Creek Trail". Please be fiscally responsible and use the existing infrastructure and minimize the impact on our community.

Thank you,

Nancy Claunch

Comment #: 29 **Name:** Amir Belson
Date: 5/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to the proposed bike lane on Fallen leaf Lane
Comment:

Dear Representatives

I oppose the proposal to run the trail on streets.
This will destroy the current quality of life and will cause casualties (bikers that will be killed by cars as they exit the drive way).

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

this proposal will waste millions that could otherwise be directed to real needs.

Amir belson

Comment #: 30 **Name:** James Morales
Date: 5/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: No subject
Comment:

As a longtime Sunnyvale resident I am thrilled the completion of the Stevens Creek Trail is finally a possibility. The portions of the trail that exist today are wonderful community assets that make our neighborhoods safer, friendlier, and healthier.

This is an wonderful opportunity for our civic leaders to stand tall and create an asset that will enhance our area for generations to come and become more loved and more used with each year.

Please have the courage and foresight to complete the trail, to do so soon, while giving priority to a route safe for walker and riders of all ages and skill levels.

Sincerely,

James Morales

Comment #: 31 **Name:** n/a
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Support for the trail expansion
Comment:

Hello,

I am in fully support extending the trail to Cupertino.
I live in Cupertino and I work in Mountain View.
This would reduce traffic, as instead of commuting on Sunnyvale streets,
I will bike instead.

Thanks,

Comment #: 32 **Name:** Terry Wright
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am surprised so many neighbors are against the trail. I feel that it will be a tremendous asset to our community, improving our ability to get outside, exercise, walk, bike, and enjoy nature. I hope it goes forward without all the negativity that surrounds the plan now.

Thank you,
Terry Wight

Comment #: 33 **Name:** Craig Hofstetter
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Current Listing of SCT "Decision-Makers"
Comment:

Please update and post a revised listing of the various “decision-makers” representing the four SCT cities. The only list I can currently find is from the feasibility study (page i) and it is very outdated.

Thank you,
Craig Hofstetter

Comment #: 34 **Name:** Grace Morioka
Date: 5/11/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Sir or Madam

It has come to my attention that the City is now moving forward on the Stevens Creek Trail that is intended to connect Mountain View to Cupertino. At present, the route selected is to convert S. Bernardo into a one-way street and to add bike lanes to the area.

Please note that in order to do this, you endanger bicyclists by forcing a route to be made on Fremont Avenue near the 85 exchange. The other option is to build a bike/pedestrian bridge in the area, which at best is superfluous given the location of two bridges in the area or to modify the lanes along the street to accommodate the bikes.

Frankly, I question both the need for and the cost effectiveness of a bike path for this area. I realize that several years ago, when this item was proposed, the City and connecting cities saw this as possibility, but the path was to run up against Stevens Creek. In time, the path has been diluted to now run away from the creek and to force added, unnecessary costs. Further the citizens of all of the towns are NOT in favor of such a path. So I have to ask...WHY are we still discussing this path.

At present, the proposal is to modify the street in front of my home. Do you realize that my home already suffers from being located next to the soundwall and 85. I also have to put up with hundreds of additional cars coming to and from two local schools in the area. Such a path would cause me and my family diminution of property values, which I believe the citizens affected (those along S. Bernardo) will seek remuneration from the City for the loss of value on the most expensive item we own...especially when far more suitable paths exist on the Los Altos side of Fremont.

I would urge the council's reconsideration of and finally disapproval of a path that does not meet the requirements of running with the creek, and now has added and completely avoidable costs attached to the project.

The money would be better uses in street and roadway infrastructure maintenance and improvements.

Thanks,
Grace Morioka

Comment #: 35 **Name:** Martin Chian
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: No more bike lanes in our neighborhoods!!!!
Comment:

Hi Jan, Megan, Jeannie, Jean, and Mary,

I am extremely disappointed that you continue to push the extension of your own agenda in pushing the Stevens Creek Trail. You want to extend the trail on streets where no one wants them. I live on Fallen Leaf Lane and I think it is ridiculous that you continue to ignore our concerns and protests against making bike lanes in our neighborhood. Do you even listen???? You are supposed to represent the people of Los Altos and yet you push your own agendas. There are already bike lanes on fremont and mary. Why can't those be used? Why do you continue to push bike lanes that no one wants and continue to waste tax payer money? Where is the fiscal responsibility? Why build 15 million dollar bridges when the Mary bridge over 280 is fine! Ridiculous. The people of Los Altos and other neighborhoods have spoken. We don't want anymore bike lanes!!! I ride my bike to work regularly and it is fine the way it is. Stop trying to change what is not broken. This is what people will remember you as... the representatives who pushed bike lanes that no one wanted. How many people do you need to hear from before you listen? The meetings are packed with people who tell you we don't want bike lanes in our neighborhood. Please listen to your people.

Martin Chian

Comment #: 36 **Name:** Patrick Grant
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: Possible Alternate concept for routing trail at Fremont Avenue
Comment:

Hi,
This concept was not likely studied since it requires some private land. This concept uses much less private land than a total creek side approach and may have appeal to Stanford Hospital to participate. Yellow line is possible routing.

Best regards
Patrick Grant

Comment #: 37 **Name:** Patrick Grant
Date: 5/11/2015 **Jurisdiction:** n/a **Supplemental Document:** Yes
Subject: Copy of assessor maps related to Stevens Creek study
Comment:

Dave and couple others commented they liked to see better details of property boundaries. Attached in one zip file is all the related Santa Clara Assessor property maps. There is lots of maps, the order is from north to south if the zip keeps them in the same order.

Only comment I will say here keeping to facts, is contrary to rumor, water district does have easement to inspect creek and repair for water safety the entire route through Sunnyvale and most of Lost Altos. That does not give access for a trail. That requires public land, or permission of private owners.

This may be useful for meeting to come, as folks tend to get facts confused about land ownership.

Comment #: 38 **Name:** Patrick Grant
Date: 5/12/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: 1991 USGS TOPO MAP QUAD useful for public evaluation of slopes in studies
Comment:

Hi,
The 1991 USGS TOPO MAP QUAD useful for public and team evaluation of slopes and elevation changes in studies. It's last quad published with finer 10' increments and as all other U.S. Gov publication is copyright free. Suggest large copies for public meetings and inclusion with study team resources. Trail route options not added to these versions to keep them clearer.

Regards
Pat Grant

This may be useful for meeting to come, as folks tend to get facts confused about land ownership.

Comment #: 39 **Name:** Patrick Grant
Date: 5/12/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Trail option under I280 promising now on public lands and RECENT FAVORABLE change in CALTANS POLICIES

Comment:

The study looking for trail alternates dismissed using the dry tunnel under I280 as a public route. In conversations with Caltrans found out that Caltrans thinks appropriate to examine such a crossing if initially dismissed over two years ago. Caltrans has had a considerable change in policy. Also concepts and accuracy of information how to implement such a route have matured from 2 years ago. A public land route does exist taking trail no closer to I280 than separate existing motor vehicle routing using Caltrans and Water District land. If these build-able routes are approved, perhaps adjacent property owners on both sides of 280 may be more willing to sell and profit from unusable land segments they own to improve the quality of trail and their neighborhood access.

All issues can be mitigated. Flooding is less common than Adobe under crossing on 101 and likely similar to Stevens creek crossing under 101 due to tidal / storm surges at those sites. Trail briefly goes adjacent to live water like Blackberry segment.

The following pictures are fairly self explanatory and have county assessor map overlaid Google maps or Microsoft Birdseye view photos. Thanks to them for providing this under their support of the trail and fair use.

Regards
Patrick Grant

Regards
Pat Grant

Comment #: 40 **Name:** John Novicki
Date: 5/12/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Feasibility Study

Comment:

I have been a Sunnyvale resident for 30 years. I ride my bicycle all over the South Bay and Peninsula. I also use trails like the Los Gatos Creek Trail and the Stevens Creek Trail north to Shoreline.

The proposed SCT routes on the west side of Hwy 85 are much preferable compared to Bernardo route or Mary route. They are more scenic, have less auto traffic, and would require less parking and traffic disruptions. The volume of trail users would still be low on this segment of the trail. An alternate to a dedicated path that takes away parking would be just to have no daytime parking on that side of the street.

The Bernardo route is the worst. Riding a mile next to a freeway soundwall between Fremont and Homestead is no one's idea of fun. Also making Bernardo one way is a major disruption of north-south traffic. Also the disruption to parking is much greater.

The Mary route is a 'Why bother?' route. It is 3/4 of a mile from the creek. Bikes already ride down the street and pedestrians already use the sidewalks.

John Novicki

Comment #: 41 **Name:** Eric Wilson
Date: 5/12/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Alignment options of pedestrian / bike path
Comment:

I like the Mary option since there is already a very nice bridge. I am nominally opposed to the Foothill Blvd path since there are a lot of big trucks along that road. I would very much like to see this section of the path completed -- once you get to the existing path in Mountain View, it is a great, safe ride out to Shoreline and the restaurants in Sunnyvale and Mountain View are easy to visit.

Eric Wilson

Comment #: 42 **Name:** Nicole Frees
Date: 5/12/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback on Feasibility Study
Comment:

Looking at the various trail alignment options in the SCT study,
my preferred alignment is the Remington-Mary option.

This option appears to have the lowest cost and impact on local residents, because it is uses existing or planned bike lanes in Sunnyvale.
Mary Ave does not have the volume of traffic of Foothill, Grant or Fremont; and Mary is wider than Bernardo/Belleville options, so the addition of the bike lanes will not eliminate parking. Sidewalks already exist for pedestrians.

-Nicole Frees
Los Altos resident

Comment #: 43 **Name:** Nancy Claunch
Date: 5/13/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Steven Creek Trail
Comment:

Dear Megan, Council Members & Study Group,

Megan asked me... What is the route you would propose people take from the end point of the Stevens Creek Trail today to Mary Avenue?
There are several routes that already have existing bike lanes that will get you from Dale Ave/Heatherstone Way to Mary Ave.
These options are pointed out in the CRT on page 7 Table 1b: Dale Ave/Heatherstone Way to Fremont Avenue - Existing Infrastructure.
This chart shows how you can cast a vote that would be fiscally responsible, utilize existing infrastructure and minimize new impact to our community.

You asked what I would propose:

My choice would be Heatherstone Way to Knickerbocker Drive to Bernardo Ave to Remington Drive to Mary Ave to the $15 million dollar Don Burnett Bridge. From where the Stevens Creek Trail currently ends at Dale & Heatherstone to the Don Burnett Bridge is a 3 mile bike ride.

This option offers streets with existing bike lanes and sidewalks and the Mary Ave route would leverage the Mary Street Space Allocation Project that is bringing traffic-calming and bicycle enhancements to Mary Ave as part of a separate project.

I would not recommend the route between Bernardo Ave to Fremont Ave. The bike lanes end when Bernardo crosses Remington. Furthermore, the traffic at the corner of Bernardo and Fremont will be severely impacted when the Lucile Packard Children's Hospital Outpatient Clinic/Ambulatory Care Center moves to 1195 W. Fremont Ave, at the intersection of W. Fremont Ave. and Highway 85. More concerning is that the existing proposal for the clinic, states that during peak office hours they will have around 150 patients/visitors per hour and that the clinic will have 200 employees. That is why I'm suggesting that a much safer route would be to keep the bicyclists away from Fremont Ave between Bernardo and Fallen Leaf lane, bring the trail out on Mary Ave.

Thank you,
Nancy

Comment #: 44 **Name:** John Graves
Date: 5/14/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Steven Creek Trail
Comment:

I'm opposed to the proposed trail using Fallen Leaf Lane as unsafe and unwelcome by the neighborhood. There are too many driveways and streets crossing the route to make it safe for pedestrians and cyclists. And the neighborhood doesn't want the added traffic and disruption.

Please find another solution.

John Graves
Los Altos

Comment #: 45 **Name:** do not use name
Date: 5/14/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: SCT study re South Bernardo, Sunnyvale
Comment:

Hello,

We have a few concerns regarding the South Bernardo SCT Study.

First of all, we would like to address that the residences on South Bernardo will have a greater issue leaving their driveways should it become a one-way road due to the heavy traffic from Cupertino Middle School. This heavy traffic would also be spread throughout the neighboring streets since Fremont Avenue's light causes a backup on South Bernardo because the majority of vehicles need to turn left to access the freeway. Caltrans would need to address this issue.

Secondly, South Bernardo is a narrow street containing a sound wall (Hwy 85) on one side which allows only one side for parking. Removing parking will cause hardship to the South Bernardo homeowners since this would most likely cause a greater decrease in the value of our homes, as well as cause neighboring streets to be impacted since we and visitors would be forced to park in front of their homes.

Thirdly, since South Bernardo it already a narrow street the Emergency vehicles would have great difficulty maneuvering onto South Bernardo and accessing the residences. Also, South Bernardo is used as a frontage road for Emergency vehicles to access the freeways. All Emergency services would need to address and consider these issues.

Lastly, we see no reason why South Bernardo is even considered since we are not even close to the Stevens Creek Trail which is the quest for this project. Your study shows many other street options which have more street space as well as are closer to the existing creek.

We would appreciate your consideration before making a final decision.

(ATTN: City of Sunnyvale - Public Works: We request that you NOT use our email address and/or our names when submitting your final report, Thank you.)

Comment #: 46 **Name:** Patricia M. Dowd & John M. Gatto
Date: 5/14/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Written Comments Received in Letter Form
Comment:

City of Sunnyvale ATTN: Public Works SCT 456 W. Olive Avenue Sunnyvale, California 94086
Subject: Stevens Creek Trail Feasibility Study
Dear Sirs:
John and I live on Madera Drive in Cupertino and we are very concerned about certain discussion items in the Stevens Creek Trail Feasibility Study. Of particular concern is an overpass from Caroline Drive to Madera Drive that would span 280 and the Union Pacific Railroad Line connecting to Stevens Creek Boulevard via Phar Lap Drive. We do not consider this a feasible alternative for completion of a multi-use trail in the Stevens Creek Corridor. This option would have an extremely negative impact on the quality of life in the affected neighborhoods. This impact would include safety concerns as well as parking hazards. In addition it is, in our opinion, fiscally irresponsible to consider another overpass over 280. We currently have the Don Burnett Bicycle/Pedestrian Bridge (formerly the Mary Avenue Bridge) not a half mile down 280 from where the new overpass would be installed. Information received from Cupertino City Hall stated that this bridge was completed in 2009 at a cost of $14,800,000. Of this amount over $12,000,000 was grant money. To use grant money as well as city money for a new bridge that is totally unnecessary is an amazing waste of money. In addition to this existing bridge there are also several other bicycle routes in place that are currently used successfully by the biking community. It is totally unnecessary to disrupt two Cupertino communities (Caroline Drive and Madera Drive) with a new bridge.
John and I urge you to remove the alternative of a new 280 overpass from Caroline to Madera Drive from consideration. This costly and disruptive option is neither a trail nor anywhere near the creek and is more circuitous than all the existing bikeways. Please pass these written comments on to the Citizens Working Committee and the Joint Cities Working Team for their final report to the City Councils of Cupertino, Los Altos, Mountain View and Sunnyvale.
Thank you. Sincerely,
Former Mayor of Cupertino Patricia M Dowd & John M. Gatto

Comment #: 47a **Name:** Anne Ng
Date: 5/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

Hi Carla or whoever--

Here are the Feasibility Study edits I sent to Jana before the CWG meeting last night. I now note that in her first response, down near the bottom, she instructed me to also share them with the City of Sunnyvale, but I didn't pay attention at the time. Sorry.

Anne Ng
Cupertino CWG member

Comment #: 47b **Name:** Anne Ng
Date: 5/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

Thanks Anne. See you tonight.

Jana Sokale
Environmental Planning

Comment #: 47c **Name:** Anne Ng
Date: 5/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

Hi Jana--
And here are some more:
Pg 63: I'm pretty sure (sub)headings Roadway Conditions and Conceptual Alignment should be caps and lower case.
Pg 65: First sentence, maybe add "...that extended through the creek corridor SOUTH TO FREMONT AVE. and THEN WEST parallel to Fremont Ave. and SOUTH PARALLEL TO Grant Road.
Pg 65: Figure 26: I believe you have north and south bound reversed., if the path's on the west side.
Pg 70: First to second column: A trail underpass beneath Stevens Creek Blvd. HAD NOT BEEN possible, but...
That's it for now. I didn't read every word.
Anne
In a message dated 5/6/2015 10:26:36 P.M. Pacific Daylight Time:
Hi again--
Here are some more. I sure hope to finish by tomorrow evening. See you then.
Page 41: Correction: Middle of 2nd paragraph: criteria-->criterion (singular)
" " Suggestion: End of " : ...offered by the EXISTING Stevens Creek Trail...
Page 43: Suggestion: Title of last column: PROPOSED On-Street Bicycle/Pedestrian....
" " Question: Fremont Av proposal: No bike lanes if path?
Page 44: Homestead Rd, Roadway Width: Missing text?
Page 45: Foothill Blvd, Cristo Rey to SCB: Unique traffic conditions: "Steep downgrade..." belongs with separate SCB entry, not Foothill. Or change name of roadway to include both Foothill and SCB, which was perhaps intended.
Page 48: Correction: End of fourth line of text: Superfluous "from the".
Page 48: Suggestion: Connecting to Foothill..., end of 1st paragraph: "....to existing bicycle lanes AND SIDEWALKS on Foothill Blvd."
Page 51: Partial Creek Corridor Path..., last paragraph: You refer to the "steep" hill on SCB heading west to the creek. It's nothing compared to the hill on the west side of the creek, so I suggest calling the hill to the west VERY steep if you call the one to the east steep.
More later... See ya.
Anne
In a message dated 5/6/2015 8:05:32 P.M. Pacific Daylight Time:
Anne -
Any edits you wish to share are most appreciated. You can send them to me via email or hand deliver tomorrow evening at the Citizens Working Group Meeting.

Jana Sokale
Environmental Planning

Comment #: 47d **Name:** Anne Ng
Date: 5/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

Hi Jana--
Thanks for getting back to me--and prodding me to get back to it. I'm still only half way through, but here are items I've noted so far:
Joint/Four Cities: I prefer Joint Cities, but recommend consistency regardless. That involves title pages, page 1, and the bottom of every page, at least.
Page ii: JCWT Cupertino: Orrin is former, new Councilmember Darcy Paul is current member.
Page 3: First column, what happened to the Sunnyvale/Los Altos land along the creek when Mountain View dedicated its land for open space?
Page 3, end of second column: What about Sunnyvale/Los Altos?
Page 4, map of excess lands: Unreadable--could you provide a link?
Page 5, top of second column: Has Sunnyvale specifically included Stevens Creek Trail in any planning documents?
Page 6: You don't mention Cupertino's SCT Feasibility Study.
Page 13: Study Goals, second sentence: In fact, the trail (currently) has zero roadway crossings, since the Moffett bridge was constructed.
Paage 14, end of first paragraph: How about adding something like, "The Working Team found funding and selected the consultant for this study in ?? 2011?"
Page 15, Technical Evaluations: Add something about land ownership here?
Page 17, Regional Trail Plans: Ridge Trail? Maybe not.
Page17, Transportation Benefits: Mention the cross street names on which those buses run?
Page 19, end: TCM 5 - "Improve...", not "Improved...".
Page 28, end of Habitat Sensitivity: Map numbers are off by 1.
That's it so far. I had gotten to page 38. Do you want more of the same?
Anne
In a message dated 4/27/2015 1:25:22 P.M. Pacific Daylight Time:
Hi Anne -
Thanks for attending the JCWT meeting last Monday and for continuing your support and enthusiasm for extending the Stevens Creek Trail.

Please do share all edits with me and the City of Sunnyvale. I see the jumbled text on page 38, but I would appreciate learning about all of the items you catch. Thank you for offering. Feel free to communicate these items in whatever manner is most convenient for you.

Jana Sokale
Environmental Planning

Comment #: 47e **Name:** Anne Ng
Date: 5/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

Hi Jana--
I'm plowing through the feasibility study, very happy to have a hard copy. So far it's very familiar, but I discovered some jumbled text in the right column on page 38. I'm sharing that in case you're not aware of it. Other than that, I've uncovered only very few minor errata up until that. Would you like me to share those?
I'm looking forward to seeing you again at the Working Team meeting Monday evening.
Anne

Comment #: 48 **Name:** David Head
Date: 5/16/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Who wants Steven's Creek Trail in Los Altos?
Comment:

Who in the community (not council members) have stated there is a need for a formal bike route through our neighborhood and spend an estimated $45M to do it? I have asked this repeatedly and have never gotten an answer. I have not heard an outcry from the public to do this and people seem to make it through the streets on their bikes just fine as is.

Is this a council person's pet project? A way to get someone's name on a plaque on a completely unneeded second bridge that would cost us $15M? Is there money burning a hole in someone's pocket? Or worse, someone making money if this goes forward. Please provide the names of the public or poll results that have requested that this be a priority for our communities.

Stop this madness, fiscal irresponsibility and wasting of everyone's time (for years now) and put your attention on much more important matters.

Sincerely,

David Head

Comment #: 49 **Name:** Jim
Date: 5/15/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am in favor of extending the Stevens Creek Trail for transportation and recreational use, particularly for use by commuting cyclists to reduce the burden on #85. However I would _not_ be in favor of a trail extension if it had 15 mph speed limits, as has been proposed recently in Mountain View. Bikes don't need speed limits, they go slow enough already. The entire country of the Netherlands does not use speed limits on their bike paths. They do have some experience in this area.

I would not be in favor of a trail with speed limits because: it would limit use, restricting access to purely recreational-level riders; it would allow the designers to get off easy in terms of building the type of quality trails that we need; it would send the wrong message: that bikes are toys; it would presumably use bicycle project money that could be spent to improve transportation for cyclists in other ways.

I commute by bike 2 to 4 days a week. My current commute takes me close to 25 miles from San Carlos to Sunnyvale via the network of Baylands trails and Stevens Creek Trail. These trails are a huge win for me: they are my "expressway" (meaning limited stops). I would like to see them improved and extended and continue as valuable transportation corridors. I would like families to be able to enjoy them on weekends, and for new cyclists to gain experience on new trails that have a "roadway" feel that teaches good riding technique through good design and good signage. These things are possible, so please support the extension.

Jim

Comment #: 50 **Name:** Linda Barbera
Date: 5/16/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: SCT
Comment:

I am not in favor of this trail running down Belleville/Barranca at all. Our yards will be minimized, parking will be restricted as well as unknown people parading up and down the street. It will devalue our home as well. I doubt anyone would want this trail running in front of their house.

It's a creekside trail, right? Keep it by/on the creek where it won't impose on peoples' homes.

Thank you,
Linda Barbera

Comment #: 51 **Name:** Sharyn Skudneski
Date: 5/16/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Love nature but don't want the intrusion Stevens Creek Trail will bring
Comment:

To our representatives

I have lived in areas where a trail like the Steven Creek extension was added. Our privacy was gone. The vibe of that neighborhood was gone. I bought here because it was quiet, had no street lights or sidewalks. In my opinion, this will decrease the value of my home. I do not want this in my neighborhood. This will bring more solicitors and crime.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Thank you for listening To my concerns.

Sharyn Skudneski

Comment #: 52 **Name:** Don Chun
Date: 5/16/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Sir,
I have been living on Bedford Ave. Sunnyvale since 1980.
I have attended numerous meetings regarding the subject.
Now is the time to stop wasting time and money on this project.
There are already many bike lanes in the neighborhood that bikers can enjoy.
I don't know why new trail is needed.
(1) To connect from Fremont Ave to Homestead Rd:
Use existing Fremont Ave bike lane and Mary Ave bike lane.
(2) To connect from Homestead to Stevens Creek:
Use the expensive and fancy Mary Ave over bridge.
These are existing infrastructures bikers can use without spending more
tax payers money.
Belleville Way has Westlake primary school. The street is very busy during school days for
dropping off and pick up kids.
Bedford Ave is rather narrow street and full of kids playing after school playing baseball,
basket ball and football games. Please do not risk our kid's life just for bike lane.
We always welcome bikers riding thru our neighborhood, but I strongly object any permanent bike lanes on Bedford or Belleville.
We, as loyal tax payers, have a right to live peacefully without worrying about kid's life.

Sent from my MacBook

Don Chun

Comment #: 53 **Name:** Parth Sethia
Date: 5/16/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please make it Happen
Comment:

As a Sunnyvale resident and Stevens creek trail User, I would like to encourage all the stakeholders and the cities here to figure out a way to make this happen ASAP. It will be a asset to all the cities and the region that will give back returns in perpetuity.

Parth Sethia

Comment #: 54 **Name:** Garry
Date: 5/16/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Thank you for the proposal
Comment:

I am am a resident of Sunnyvale, living very close to The Dalles & Bernardo Ave. Since CA 85 has gotten clogged with traffic, I now commute to work almost exclusively on bicycle, using Bernardo Avenue and the Stevens Creek Trail. I am the father of a 7-month-old girl and I worry about my life every day.

Bernardo Avenue is frequented by cars that are constantly going way over the speed limit. Sometimes, there is a car going 50 miles per hour within inches of me. North of Fremont, Bernado Ave has cars parked on both sides, meaning I either have to be within the danger zone of opening doors, or I have to take the lane and deal with cars are very impatient. There's no need for street parking on both sides, as the West side of the street usually has a very small number of cars. South of Fremont, Bernardo is also quite a bit dangerous.

During commute hours, Bernardo Ave is frequented by motor vehicles that do not belong to residents but are simply trying to bypass 85. I have seen vehicles get off 85 at El Camino, and get right back on at Fremont. This explains why so many drivers are in such a hurry. One time, I needed to turn left, so I made the proper hand signal and crept to the left side of the lane. The vehicle behind me immediately crossed the double-yellow line into the opposing traffic lane, and had I not suddenly stopped, I would have been run right over.

Today I received a letter from a concerned resident who noted it would be inconvenient to make Bernardo one-way, and that there was a perfectly fine bike lane in Mary Avenue. I disagree strongly with the sentiment, given just a few weeks ago, a cyclist was killed in that very route. I've read that there are studies to reduce the lanes of Mary Avenue, but that is nothing compared to the safety of a dedicated bike route.

Thank you again for the proposal,
Garry

Comment #: 55 **Name:** Gina Maxson
Date: 5/17/2015 **Jurisdiction:** n/a **Supplemental Document:** No
Subject:
Comment:

I am not in favor of this trail running down Belleville/Barranca at all. Our yards will be minimized, parking will be restricted as well as unknown people parading up and down the street. It will devalue our home as well. I doubt anyone would want this trail running in front of their house.

It's a creekside trail, right? Keep it by/on the creek where it won't impose on peoples' homes.

Thank you,
Gina Maxson

Comment #: 56 **Name:** Nancy Claunch
Date: 5/17/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To: Jeannie, City Council Members and Feasibility Study Group,

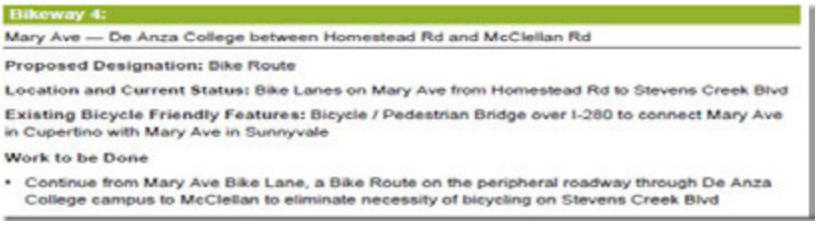
In response to Jeannie's question:

Could you go a step further and propose a route people would take from the Don Burdett Bridge to the Stevens Creek Trail terminus at Blackberry Farm Golf Course (Stevens Creek Blvd)?

Also, I hope you will attend one of the three upcoming meetings to share your preferred route.

Thanks,
Jeannie

After exiting the Don Burnett Bridge on Mary in Cupertino I would recommend taking Stevens Creek to Blackberry Farm
OR
The option proposed in the City of Cupertino Bicycle Transportation Plan dated May 3, 2011 on page 19, Bike Path #4.



Bikeway 4:
Mary Ave — De Anza College between Homestead Rd and McClellan Rd

Proposed Designation: Bike Route

Location and Current Status: Bike Lanes on Mary Ave from Homestead Rd to Stevens Creek Blvd

Existing Bicycle Friendly Features: Bicycle / Pedestrian Bridge over I-280 to connect Mary Ave in Cupertino with Mary Ave in Sunnyvale

Work to be Done

- Continue from Mary Ave Bike Lane, a Bike Route on the peripheral roadway through De Anza College campus to McClellan to eliminate necessity of bicycling on Stevens Creek Blvd

And yes I plan on being at all three meetings!

Now I have a question for Los Altos City Council:

The Lucile Packard Children's Hospital Clinic moving to 1195 W. Fremont Ave is one block from the boarder of Los Altos did you perform traffic analysis?
OR
Did you receive a copy of the traffic analysis from Sunnyvale?

According to the Sunnyvale City Website:

Lucile Salter Packard Children's Hospital at Stanford has submitted a Miscellaneous Plan Permit (MPP) application to use an existing 80,000 square foot office building as a medical clinic. This type of MPP requires notice of neighbors within 300 feet prior to the Director of Community Development making a decision on the request. Based on the initial community feedback after the notice, a decision was made to require a Traffic Impact Analysis. A community outreach meeting was held on November 13. Close to 100 residents of Sunnyvale and Los Altos attended the meeting. The major concerns were regarding existing and future traffic conditions in the vicinity. Although the existing office building/use is a permitted use under the Zoning Code, it is not currently fully occupied; residents were concerned about the incremental increase in traffic once the office is fully occupied by the medical clinic given the existing traffic conditions. Based on community comments, the traffic analysis has been expanded to include intersections farther away from the project site. The decision on the MPP is a staff-level action by the Director of Community Development and can be appealed within 15 days of the Director's action to the Planning Commission, which would be the final approval authority for the permit. (MPPs are not appealable to the City Council.) Staff will notify residents once the traffic analysis has been completed.

I have not seen a copy of this report.
I'd like to know that both Los Altos and Sunnyvale City Council's and Planning Commissions have looked at this report and are aware of the increase of traffic on Fremont Ave prior to putting the additional traffic of the Steven Creek Trail Bicycles/Pedestrian Path on this road.

Even now before the Clinic moves into 1195 W. Fremont Ave. the morning rush hour traffic and the afternoon rush hour starting a 2:45 PM leaves Fremont Ave. bumper to bumper from Grant Road to Hwy 85

For these reasons I advocate bypassing Fremont and using the Heatherstone Way to Knickerbocker Drive to Bernardo Ave to Remington Drive to Mary Ave to the $15 million dollar Don Burnett Bridge.

Thank you,
Nancy Claunch

Comment #: 57 **Name:** Paulette Altmaier
Date: 5/17/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Very supportive of maximizing Class 1 trail length
Comment:

Completing this trail, so that one can bike all the way from Cupertino to the Bay and connect up with the Shoreline Trail there would be a huge benefit to all 4 cities. And it is critical that we make as much of the trail a class 1 trail (ie: bike and pedestrian only) as possible. This will make it much more feasible, and safe, for both school children and commuters to bike to their destinations.

Mixing bikes with cars, SUVs, and trucks is not a safe approach, where one's life is literally dependent on the least-attentive driver. With a safe corridor across the Valley, both our commute and our recreational options will be greatly improved.

Comment #: 58 **Name:** Aram and June Darmanian
Date: 5/17/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Proposed Fallen Leaf Lane Trail
Comment:

We are against the proposed Fallen Leaf Trail for either Fallen Leaf Lane or Newcastle Drive. Our neighborhood is a residential neighborhood with many families and children. Our Los Altos neighborhood is very special and we would like to keep it this way.

Putting a Trail on our residential streets will disrupt our neighborhood, drawing more people and traffic to our neighborhood as they will use our streets as a means of passing through from Homestead to Fremont. Fremont to Grant would be acceptable but having the Trail go through our residential streets would be far too dangerous.

Please don't change the character of our neighborhood and keep it safe. Thank you.

Aram and June Darmanian

Comment #: 59 **Name:** Martin Gates
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

As a resident of Sunnyvale for 22 years, I'd like to express my strong support for connecting the Steven's Creek Trail through Sunnyvale. I have used the Mountain View portion of the trail to commute to work on my bike as well as for recreation. Any of the proposed routes would be better than the current situation.

I'd prefer to have the trail run along the Bernardo route and then to Foothill. I like this because I think I would be able to avoid the Fremont/85 under crossing, which I find somewhat treacherous on my bike. I'd also like to avoid the Stevens Creek/85 over crossing. I'm not super excited about the Foothill/280 underpass as it exists now where bikes have to get past the 280 onramps.

In any case, I love the trail in MV and want Sunnyvale to be part of the story.

Thanks for working on this,
Martin Gates

Comment #: 60 **Name:** Kathleen Cordova
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Pacific Railroad trails with rails
Comment:

Hi,

Has there been any recent contact with the United Pacific Railroad regarding routing an extension of the SCT along side the train tracks?
http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/

The train runs twice a week (once in the early morning) from the Permanente quarry. A class 1 extension of the SCT could be routed from Rancho, through Cupertino to Saratoga and the Los Gatos trail. There would be easy access to Blackberry Farms and McClellan Farm. Utilizing this routing, also avoids the dangerous 85 interchange.

Cupertino Bicycle Transportation Plan http://www.cupertino.org/index.aspx?page=51
Trail Projects
CBPAC also advocates the creation of trails for recreation and transportation that connect scenic vistas and historical landmarks. Trails will be auto-free, mixed-use for hiking, biking, and horseback riding. The proposed Union Pacific Railroad Trail follows the Union Pacific train tracks from Cupertino's Stevens Creek Boulevard south to Los Gatos' Winchester Boulevard along the foothills of the Santa Cruz Mountains. The level trail will stretch nine miles and connect neighborhoods, parks, two community colleges, and several business centers. It also connects the Los Gatos Creek Trail at one end to the Stevens Creek Trail at the other.

The great Stevens Creek Trail will stretch from the San Francisco Bay to the Pacific Ocean. It was first conceived in the early 1960's and written into the Santa Clara County General Plan. Today the 54 mile trail is complete except for a 5-mile gap from Cupertino to Mountain View. When finished the trail would link Rancho San Antonio Park, Montebello Open Space Reserve, Stevens Creek County Park, and McClellan Ranch in Cupertino to Shoreline Park on the bay

Comment #: 61 **Name:** James Fox
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extend Stevens Creek Trail
Comment:

We are against the proposed Fallen Leaf Trail for either Fallen Leaf Lane or Newcastle Drive. Our neighborhood is a residential neighborhood with many families and children. Our Los Altos neighborhood is very special and we would like to keep it this way.

Putting a Trail on our residential streets will disrupt our neighborhood, drawing more people and traffic to our neighborhood as they will use our streets as a means of passing through from Homestead to Fremont. Fremont to Grant would be acceptable but having the Trail go through our residential streets would be far too dangerous.

Please don't change the character of our neighborhood and keep it safe. Thank you.

Aram and June Darmanian

Comment #: 62 **Name:** Jenni, Larry, Norm and Charline Barbano
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Oppose Helena Drive as being part of the trail
Comment:

Dear Sirs,
Helena drive is not a good choice to add more traffic too.
It is busy enough with the school traffic for Cupertino Junior High that is on Helena Drive.
We have speeding Moms in Mini Vans, kids in the street everywhere walking, biking and the added traffic of the many , many people that drive their kids to school.
To add more traffic with more bikes and cars would be asking for a disaster and more accidents.
Choose a more direct route. Helena is a zig zag and makes no sense.
My Husband grew up on Helena drive. His Parents live across the street from us and we have a house as well on Helena drive for 23 years, his Parents are original owners and still living in their house on Helena.
All our neighbors oppose this greatly.
We are a busy street, we also have Homestead High School traffic on Helena.
Please use another street for the bike trail. Not Helena drive , Sunnyvale.
Thank you!
Larry Barbano,
Jenni Barbano
Norm Barbano
Charline Barbano

Comment #: 63 **Name:** Bill Dallenbach
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Input for sct study
Comment:

Study Group:

Where is the logic in designating a new bicycle lane on relatively narrow Belleville Way that has traffic and a grammar school that hundreds of parents use to transport their children? What goes through the mind of a planning group to consider such a plan when three blocks away there is a class II bike lane that could be improved to a class I bike lane? Don't expose bikers and pedestrians to collisions when it is unnecessary. Just improve Mary Avenue to include a protected bike lane and make everyone safe and happy.

Respectfully
Bill Dallenbach

Comment #: 64 **Name:** Ashish Kelkar & Mamta Joshi
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Oppostion to making Bernardo Ave a one way street proposal
Comment:

Dear Sir / Madam

We are Sunnyvale residents for the past 14 years. While we welcome the Stevens Creek extension proposal and have a specific concern around "making Bernardo a one way street", we are OK with other parts of the proposal.

We are opposed to making Bernardo a one way street for several specific reasons

1. There will be a large traffic increase on the inner street of the area between Fremont and Homestead Ave, the neighborhood will become noisy and dangerous for walking and biking.

2. This area has two schools – West Valley Elementary and Cupertino Middle, the kids are walking and biking to school thru the by-lanes and other streets – the additional traffic is going to be a huge risk to them

We believe that reducing parking on Bernardo and converting the street into a bike + 2 way vehicle traffic street is an acceptable solution.

Thanks
Ashish Kelkar & Mamta Joshi

Comment #: 65 **Name:** Theresa Iantosca
Date: 5/18/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I strongly disagree with using Fallen Leaf Lane for the Stevens Creek Trail. It seems unsafe and out of character for that neighborhood. Thank you for your consideration.

Theresa Iantosca

Comment #: 66 **Name:** Angela Huang
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Policy--Fwd: Bernardo Ave consideration for bike use vs street use
Comment:

David,
In addition to the traffic impact on S. Bernardo, there is safety issue need to be consider. I cc this email to the SCTfeasibilitystudy, and assume that Mr. Dilley and my comments below be recorded. These extracted comments along with the study report will be reviewed by the City councilmen to make decision later.

**To build a class-I (none stop) bike trail in residential area, like S. Bernardo Ave is not safe to the surrounding school children.

**Safety is important, necessary protection is needed, but using city funds to create unnecessary infrastructure is a waste of taxpayer money. There are existing safe bike lanes on Mary; When bikers and drivers follow the traffic rules that are taught in biker outreach and drivers educations programs, the existing safeguards protect bikers.

Thanks,
-Angela

On May 18, 2015, at 1:11 PM, David Whittum Dear Mr. Dilley,

Thank you for weighing in. I hope you and neighbors will
continue to engage throughout this process.

As you may know, a good link on this is here
http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx
and includes some upcoming public meetings.

I hope this information is shared widely and that meetings
are well-attended.

Please stay in touch.

Sincerely yours,

Dave Member, VTA Board of Directors
Councilmember, City of Sunnyvale
c:650-704-1028

Sunnyvale City Council, I have heard about the consideration of converting Bernardo Ave to primarily a bike trail use. Bernardo is an important street being used to transport children to school, for people going to and from work and for access to the Freeway 85. There are bicycles that use it regularly as well and seem to have no problem with other traffic. Mary Ave has been made more bike friendly in recent years and can well handle the bike traffic for the trail. I see no reason to change the traffic patterns on Bernardo. Bernardo handles the traffic very well. I think bikers are great and encourage people to ride bikes when they can as opposed to driving. It bothers me though when I see the bikers breaking traffic rules.

I am opposed to any change to Bernardo Ave for the trail.

Russell Dilley

Comment #: 67 **Name:** Greg Unangst
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments on Draft Final Report
Comment:

As a member of the Citizen's Working Group I'd like to compliment the Sunnyvale City Staff and their consultant's on the excellent work that has led to the draft of the Four Cities Coordinated Stevens Creek Trail Feasibility Study. Hopefully, it will lead to the completion of the trail between Mountain View and Cupertino which will significantly enhance the value of this important regional asset to the citizens of the region.

I would urge the draft be revised when it mentions the support of Caltrans at various sections along the trail. As you are probably aware, there has been some staff changes at Caltran. Patrick Grant, a bicycle advocate, has contacted Beth Thomas, Caltran Pedestrian & Bicycle Planning/Coordination Branch Chief and there are indications that the attitude of Caltran has changed since the study team met with Caltran a few years ago.

There are instances in the draft study where a potential crossing was deemed not feasible at least in part because of "Caltran Not Supportive." A case in point is the possible undercrossing under Interstate 280 utilizing an existing tunnel the was deemed Not Feasible (Chapter 2, pgs 34 & 35, Figs. 13 & 14). While this undercrossing still carries some engineering challenges, it could be a more cost effective solution to a safe crossing of Interstate 280 given the support of Caltran. There may not be time to redo the analysis of this alternative but some notation should be included that further analysis needs to be made to determine the feasibility or infeasibility of this alternative.

There are other instances of "Caltran Not Supportive" scattered throughout the document. There should be some standard disclaimer or asterisk that mentions a change in support from Caltran could change the conclusion of the current analysis but there was not time to redo the analysis. I would not like to see the conclusions go forward to the decision making bodies that has had a major factor that has changed in the time it has taken to complete the draft study.

Thank you for good work and I look forward to completing this important report in the near future.

Comment #: 68 **Name:** MJ Lopatin
Date: 5/18/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments on Fremon-Grant option in SCT Feasibility Study
Comment:

The SCT Feasibility Study cites an option of 85->Fremont Avenue->Grant Road in the Los Altos area. This option is actually not feasible for a safe and desirable trail for the following two reasons:

It is unsafe.
There are 7 side streets on each side of Fremont in that one short segment feeding in to this very busy collector street (16,300 ADT), including a major feeder on Truman from the high school with its potentially inexperienced drivers. The 6 car/bike collisions on Fremont equals the highest cited in the study. The 5 Car/Bicycle collisions on Grant are the 2nd highest in the study. Adding more bicyclists and more pedestrians by designating this as a segment of the SCT is a recipe for many more collisions, and no intersection improvements will compensate for commuters in a hurry.

It is undesirable due to the extra length traveled along two very busy streets
This route adds an extra half mile or more compared to Fallen Leaf Lane or Belleville or equivalent options that stay closer to 85, which is a significant distance. Bicyclists and especially walkers will not want to add that length to bike or walk along two very busy (16,300 and 10,700 ADT) and uninteresting streets. If the north side of Fremont adds the Class I Pedestrian/Bike path, in addition to the safety issues cited above, there will likely be the loss of numerous trees that line the street there, making it even more uninteresting. The trees also provide some traffic calming, which would also be lost.

MJ Lopatin
Los Altos resident

Comment #: 69 **Name:** Dave Hackson
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject:
Comment:

Recommendation on how to improve the Stevens Creek Trail process.

Here are three simple steps to improve the process and achieve goals that everyone agrees on:

Step 1 – Agree on definition of what a "TRAIL" is.
It should be easy to reach agreement that a "trail" is a pedestrian/bike path in which there is complete 100% separation from cars. "Trail" = No Cars.

Step 2 – Evaluate all potential routes for the trail.
There are actually very few. The vast majority of conflict/discussion in meetings is not over routes with no cars. The disagreement is over routes that involve cars – particularly through neighborhoods. That brings us to step 3.

Step 3 – Evaluate "connections" to the "trail".
There will be no "trail" from Mountain View to Blackberry Farm in Cupertino. What there will be is neighborhood connections to the "trails" in Mountain View and Cupertino. Once there is agreement on where the no car trail(s) will be, then it will be much easier to discuss how to connect to the trails.

Properly Set Goals Lead to Success
There are two false premises that are causing all the discord in all these meetings. The first is that a "trail" can be on city streets. The second is that the "goal" is to connect trail segments in Mountain View and Cupertino. The real goal should be to connect neighborhoods safely to locations people what to get to (schools, shopping, and trails). Thinking realistically about what a trail is, and holistically about safely connecting neighborhoods to family destinations, will greatly reduce conflict and lead to solutions embraced by all.

Sincerely,
—David Hackson
Sunnyvale, CA

Comment #: 70 **Name:** Anonymous Sunnyvale Resident
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Bernardo Option
Comment:

Bernardo Option
The Stevens Creek Trail feasibility report states that running the trail down Bernardo Avenue in Sunnyvale will require either the street to be reduced to one lane (one-way) of traffic, or for parking to be removed from the street. The residents living along Bernardo are right to be opposed to this solution which infringes on their existing infrastructure.

However, I believe the report is flawed. There are two ways to route the trail down Bernardo Avenue without reducing the existing lanes of traffic or removing parking. These two options are:

1. By using the Verge
2. By moving the highway 85 sound-wall.

The "Verge" is the area between the curb and the sidewalk. Typically it has trees and grass scrubs. The solution is to use this space, alternating spots for trees and parking spaces. This is commonly done on many downtown city streets these days. Every house would be able to have a single parking space and a couple of trees in that area.

Regarding the sound-wall, my understanding is that the City of Sunnyvale owns the land the sound-wall is on, and hence the wall could be moved several feet towards the freeway an onto Caltrans easement/land.

Either of these solutions, or a combination of both, could enable the trail to go down Bernardo while minimizing impact on the residents living on Bernardo Avenue.

-- Anonymous Sunnyvale Resident.

Comment #: 71 **Name:** Joanne Granado
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Opinion
Comment:

As a runner and bike rider, I support connecting Stevens Creek Trail by whatever alignment you choose. Considering the recent accident in which a bicyclist was killed on Fremont Ave., it is in the best interest of motorist and those persuing athletic or leisure activity safety. An extension of the Stevens Creek Trail will help to provide an alternative route.
Cordially,
Joanne Granado
Resident of Sunnyvale

Comment #: 72 **Name:** George Bell
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail - YES!
Comment:

Sunnyvale City Council,

As a Sunnyvale resident and a bicyclist, I really hope you will vote to connect the existing Stevens Creek trails through Sunnyvale.

I use part of the Stevens Creek trail regularly. A trail from Mountain View, through Sunnyvale into Cupertino would be outstanding!

Thanks,
George Bell

Comment #: 73 **Name:** Jacob Ratkiewicz
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I support the extension of Stevens Creek Trail
Comment:

Hello, I'm a Sunnyvale resident who very often uses the Stevens Creek Trail for commuting and exercise. I strongly support extending the trail by whatever route you choose.

with regards,

jacob ratkiewicz

Comment #: 74 **Name:** Bruce Euzent
Date: 5/18/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Crek Trail Alternatives
Comment:

I would like to comment on some of the proposed routes for the extension of the Stevens Creek Trail. I have biked all of the open sections at one time or another all the way from the Bay to where the trail meets Page Mill Road. The first requirement is that the trail should be safe to ride on. The second is that it should be enjoyable to ride on. The third is that it should not disturb and be an asset to the neighborhood it passes through And finally it should be something our communities can afford.

There are several proposed sections that I know from experience will be a problem.

The most problematical route would be to pass under I280 at Foothill Blvd. Even with a separate bike lane, bicyclists will have to cross traffic moving at 40 - 50mph that is entering or exiting the I280 ramps. This is a scary place even for an experienced bicyclist and I will not ride here. I always use a car to cross I280 except at the Mary Ave. pedestrian/bike bridge. To send a family with young children through this intersection is dangerous. No trail extension should connect to this intersection so as not to put unsuspecting people in danger. The crossing of I280 needs to be on a separate grade from cars.

The proposed bike path next to the sound wall on Bernardo Ave between Fremont and Homestead is a problem for the other reasons. Riding next to a concrete sound wall for a mile is not a trail one would choose to ride on. There is no room to construct this trail segment unless onstreet parking is removed for the poor folks who live on this street. Turning it into a one way street will seriously inconvenience the neighborhood, with many forced to drive almost a mile out of their way to get home. In case you are not aware there is severe traffic gridlock in this area when Cupertino Middle school starts or lets out. The school has increased from 600 daily attendance to almost 1000 students and this traffic realignment is likely to create safety issues too. A similar problem faces routing the trail down Belleville Ave, where West Valley elementary is located.

Regards,

Bruce Euzent

Comment #: 75 **Name:** Angela Huang
Date: 5/18/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Disaster/emergency situation on one way Bernardo?
Comment:

Dear honorable city council members,

If S. Bernardo become one-way street, what would be the escape route for the residents and traffic control? Has the City contacted the fire department for an evaluation? See the tree and the 36" HIOH split trail fence in the center divider below (SCT study report page 64 illustration 3).

-Angela

On May 18, 2015, at 10:18 PM, Tz-Yi Jiang wrote:

If S. Bernardo is turned into a one way street, when there is disaster situation(earth quake, house fire), or car accident, police action etc. on or along the street, and emergency vehicles and police vehicles block the street, some of the residents on the street could be trapped and could not leave their residence. If there is fire burning towards their direction, they could become roast duck! What if such situation occurs when parents pick up their children school, or during afternoon rush hour?

Comment #: 76 **Name:** Kyle Hinman
Date: 5/19/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for Stevens Creek Trail
Comment:

I'm a resident of Mountain View and regular user of the trail. I support all of these plans although my preference is to have as much creekside trail as possible.

Thank You!

Comment #: 77 **Name:** Rusty Smith
Date: 5/19/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

Email was received with no text or images.

Comment #: 78 **Name:** Christine Hayashi
Date: 5/19/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Comments on SC multiuse trail
Comment:

Hi-
I have lived in Mt View, 2 blks from Sleeper, for 14 years. We loved using the trail when it was first completed. It is a great way to travel and exercise away from car traffic.

There are two things that I don't like about the trail, 1) the bikes do not follow the speed limit and many ride 20+miles/hr and 2) the trail is not heavily patrolled and there are people living in the bushes and sometimes unseemly people drinking on the park benches and I feel unsafe using the trail by myself.

I used to jog on the trail daily, but a few years ago I got clipped from behind by a biker that was travelling too fast. Initially, I thought I just got a little banged up, but when I had trouble opening my door when I got home, I realized I had significantly injured my hands. I sustained injuries to both hands from the impact, injuring my Ulnar nerves and, as a dentist, I had difficulty working for over 6 months.

I currently do not use the trail much as I choose only to do so when my husband or a friend is available to accompany me.

Best regards,
Chris Hayashi

Comment #: 79 **Name:** Mary Swanson
Date: 5/19/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

We are concerned about the inclusion of Fremont Avenue and Grant Road in the Stevens Creek Tail Extension.

The traffic on Fremont Avenue is horrendous, especially in the morning, 3pm and evening. Mountain View High School traffic goes turns right off Truman Avenue and then swings wide U-turns to get to 85 or Sunnyvale. It is almost impossible to get across Fremont Avenue during busy times. . It is already challenging getting out/in from/to side streets onto/off Fremont Avenue because of the traffic let alone increasing bike traffic. The city is already aware of the traffic problems evidenced by a roundabout consideration at Fallen Leaf Lane and Fremont Avenue. Underground electric and telephone boxes are on Fremont Avenue. AT&T trucks are parked on the side of Fremont Avenue in order to perform work on their boxes Bikers tend to like to hug the bike line on Fremont Avenue to avoid tree needles and flat tires.

Grant Road is also a very busy street.

We believe there must be a better solution for extending the trail.

Thank you for your consideration.

Comment #: 80 **Name:** Charles Ma
Date: 5/19/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Connection
Comment:

To whom it may concern,

I am writing to oppose the option to route the trail through residential areas such as Phar Lap Dr, Mann Dr., etc.

These areas do not have adequate parking facilities to support outside traffic. It is extremely hazardous and dangerous to add traffic to these residential areas where kids could be walking or biking to schools or parks. I live on Phar Lap Dr near Stevens Creek Blvd., and we are already suffering from the unwanted visits from the Blue Pheasant customers to our neighborhood. I cannot imagine how the neighborhood will be if the trail runs through here as well. Please reconsider other feasible options and hopefully, residential neighborhoods will not be disturbed.

Thanks,
Charles Ma

Comment #: 81 **Name:** Susan Bremond
Date: 5/19/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Yes to Extension of Stevens Creek Trail
Comment:

Dear Council Members,

I would like to strongly encourage the Council's support of the extension of the Stevens Creek Trail. As our population and hence road traffic continues to increase, it is and will be more and more important to provide safe routes for bicyclists. Over the 20 years that I have been a cyclist in Sunnyvale and Santa Clara County, I have experienced the challenges of bicycle riding for transportation and pleasure. Even with bicycle lanes, riding is constant adrenaline inducing activity, not due to the joys of riding down hills, but from the fear of getting hit by a car.

Of the options documented in the feasibility study, I would ask that the Council consider how the difficult traffic conditions will continue to be an issue for cyclists (if not get worse over time) and that the best option is to provide an off road path as described in the Creek Corridor/Bernardo Avenue Path.

Thank you for your support of all of the bicyclists in Sunnyvale in helping to make Sunnyvale a bike-friendly and rider-satisfying city.

Best regards,
Susan Bremond

Comment #: 82 **Name:** Raseshkumar Shah
Date: 5/19/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Feedback - Not along Fallen Leaf Lane
Comment:

Dear Representatives

We moved to this city due to its quiet and rustic nature, but mainly due to the safe and secure community that we get in our South Los Altos neighborhood. We are a family with young kids. If the trail goes through our residential streets we will have outsiders and people from other areas going through our neighborhood, increasing the safety concerns.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In all, we hope that you will review our comments and address our concerns.

Raseshkumar Shah

Comment #: 83 **Name:** Donna and Avi huber

Date: 5/19/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

Esteemed Representatives,
We have been residents of South Los Altos for the past 10 years. We love our neighborhood with its peaceful, rural character. It is puzzling and astonishing to us that Fallen Leaf Lane has been chosen as the street to connect Fremont and Homestead. Of all the other options, the one that has been chosen is the costliest and requires an entire change in a neighborhood's character. Where is the logic? This will affect the daily lives of hundreds of residents who have chosen to buy their home here, believing that they will enjoy a safe, quiet area.

With a much better, safer and financially superior alternative of using Fremont and Grant to connect with Foothill, there is simply no excuse and no rational to transforming Fallen Leaf Lane into part of the busy Stevens Creek Trail. Please reconsider your decision and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

To summarize:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you,
Donna and Avi Huber

Comment #: 84 **Name:** Tracie Murray
Date: 5/19/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: The Stevens Creek Trail does not belong on Fallen Leaf
Comment:

Esteemed Representatives,

The Stevens Creek Trail plan needs to be fiscally responsible and retain the integrity of our existing community. Instead of looking at spending extensive amounts of money to create new routes, why are we not looking at using the existing routes. Our City needs to be more prudent in our planning. Why are we, as a City, considering wasting more money on a project that duplicate what we already have. In addition, why would we not consider that the homeowners on Fallen Leaf Lane will suffer a huge loss of property as well as value to their homes if the project is done on their street when Newcastle Drive already has bike lanes on both sides of the street; and runs parallel to Fallen Leaf Lane.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please consider using the existing infrastructure and consider the impact that this decision will have on the citizens of Los Altos. These proposed changes do not enhance our community, are not financially responsible or prudent and will create a negative impact on the security and character of our neighborhoods. Don't we have better ways to spend our tax dollars to enhance our City?

Tracie Murray

Comment #: 85 **Name:** David Head
Date: 5/20/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail Feedback
Comment:

Council Members

I completely disagree with the extension of this trail especially through residential streets. I have continually asked who has asked for this project as I have never seen any polls (that are representative) nor heard an outcry to formalize a route through our neighborhoods.

That being said...

None of the proposed residential street routes from Fremont to Homestead will be like the existing trail. They run along streets, not nature. The report fails to make this clear.

Why does this connection require so much change? Most people easily find their way. Why not just provide signage instead of spending so much money? There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment than building a new bride just a short distance from the existing one.

Putting a trail on residential streets disrupts neighborhoods. This was not the original intent of the trail and to date it does not go through neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

As a council member you represent the people that elected you and as such I hope that you take all of our concerns into consideration.

Sincerely,

David Head

Comment #: 86 **Name:** Pat Kalish
Date: 5/20/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am a resident of Sunnyvale. I strongly oppose the use of millions of public dollars to create a trail that will benefit the very few at the expense of the many.

Patricia Kalish

Comment #: 87 **Name:** Sean Chu
Date: 5/20/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Writing in support of Stevens Creek Trail extension
Comment:

I live in Sunnyvale and use the Stevens Creek Trail to bike to work every weekday. I also use this trail on occasion to get to downtown MV from where I live. I am writing in strong support of extending the Stevens Creek trail southwards. The extension will improve connectivity for people traveling northward from southern Sunnyvale and Cupertino, and will encourage the use of active transportation by people in those neighborhoods who are currently deterred by the lack of dedicated infrastructure for non-driving modes of transportation.

I have not formed an opinion on a preferred trail alignment, but think the cities' highest priority should be getting this project completed expeditiously, within a reasonable budget, and in a way that is enhances the safety and convenience of users of all modes of transportation. Given the public benefits and the fact that the cost of this project would be a drop in the bucket compared with what is spent on car infrastructure, I should think that extending the trail would be a slam-dunk decision. Please do not let a few NIMBY resident opponents derail a project that would provide so much for the greater good.
Thank you.

Regards,
Sean Chu
Sunnyvale resident

Comment #: 88 **Name:** Moe Bensing
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom It May Concern,

I am in favor of having a bike trail and wouldn't mind it near my house. However, I do no agree that turning Bernardo into a one-way street with a bike lane is a good option. The traffic on Bernardo is already a total mess - at one end because of the school and at the other end because of the 85-N on ramp. Have you personally sat through 3 or 4 light cycles at 8am in the morning, waiting to turn left on Fremont from Bernardo? How much worse is that going to get with the influx of more kids going to the school, the Stanford clinic opening, AND only having Bernardo go one way? That seems like a total disaster!!!
It seems to me that this option is being promoted because there is space, but nobody really cares how practical or not it might be. I'm begging you to really look into this further before making a decision - especially given future traffic concerns.
Thank you!
Maureen Bensing

Comment #: 89 **Name:** Nancy Claunch

Date: 5/20/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

City Council

I'm resending this email as it looks like it might not have been delivered on 5/18/15. And at this point I know there will be no traffic analysis report on the Lucille Packard Medical "Office" not "Clinic".

In response to Jeannie's question:

Could you go a step further and propose a route people would take from the Don Burdett Bridge to the Stevens Creek Trail terminus at Blackberry Farm Golf Course (Stevens Creek Blvd)?

Also, I hope you will attend one of the three upcoming meetings to share your preferred route.
Thanks,
Jeannie

After exiting the Don Burnett Bridge on Mary in Cupertino I would recommend taking Stevens Creek to Blackberry Farm OR
The option proposed in the City of Cupertino Bicycle Transportation Plan dated May 3, 2011 on page 19, Bike Path #4.
"Continue from Mary Avenue Bike Lane, a Bike Route on the peripheral roadway through De Anza College to McClellan to eliminate necessity of bicycling on Stevens Creek"

And yes I plan on being at all three meetings!

Now I have a question for Los Altos City Council:

The Lucile Packard Children's Hospital Clinic moving to 1195 W. Fremont Ave is one block from the boarder of Los Altos, did you perform traffic analysis? OR
Did you receive a copy of the traffic analysis from Sunnyvale?

According to the Sunnyvale City Website:
Lucile Salter Packard Children's Hospital at Stanford has submitted a Miscellaneous Plan Permit (MPP) application to use an existing 80,000 square foot office building as a medical clinic. This type of MPP requires notice of neighbors within 300 feet prior to the Director of Community Development making a decision on the request. Based on the initial community feedback after the notice, a decision was made to require a Traffic Impact Analysis. A community outreach meeting was held on November 13. Close to 100 residents of Sunnyvale and Los Altos attended the meeting. The major concerns were regarding existing and future traffic conditions in the vicinity. Although the existing office building/use is a permitted use under the Zoning Code, it is not currently fully occupied; residents were concerned about the incremental increase in traffic once the office is fully occupied by the medical clinic given the existing traffic conditions. Based on community comments, the traffic analysis has been expanded to include intersections farther away from the project site. The decision on the MPP is a staff-level action by the Director of Community Development and can be appealed within 15 days of the Director's action to the Planning Commission, which would be the final approval authority for the permit. (MPPs are not appealable to the City Council.) Staff will notify residents once the traffic analysis has been completed.

I have not seen a copy of this report.
I'd like to know that both Los Altos and Sunnyvale City Council's and Planning Commissions have looked at this report and are aware of the increase of traffic on Fremont Ave prior to putting the additional traffic of the Steven Creek Trail Bicycles/Pedestrian Path on this road.

Even now before the Clinic moves into 1195 W. Fremont Ave. the morning rush hour traffic and the afternoon rush hour starting a 2:45 PM leaves Fremont Ave. bumper to bumper from Grant Road to Hwy 85

For these reasons I advocate bypassing Fremont and using the Heatherstone Way to Knickerbocker Drive to Bernardo Ave to Remington Drive to Mary Ave to the $15 million dollar Don Burnett Bridge.

Thank you,
Nancy Claunch
Sincerely,
Nancy Claunch

Comment #: 90 **Name:** Ramesh Ramaiyer
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments on Stevens Creek Trail Feasibility Study
Comment:

Hi,
I live in S Bernardo Ave between Fremont and Homestead. I don't understand the need for this bike path extension through S Bernardo in the first place. How it got added into the study ?

Since the purpose of the study as quoted in the report "The goal of the study was to assess the feasibility of a wide range of potential alignments that could link together existing segments of the Stevens Creek Trail.", I would state that S Bernardo conversion should not even be part of the study. Those sections which are studying undesignated areas should be scrapped.

I am against converting S Bernardo (between Fremont and Homestead) into a Bike path. Please consider the school traffic, get approval from those parents of the kids attending Cupertino Middle on the impact of converting S Bernardo into a single lane road. The cost consideration seems quite high for choosing this route. It provides no connection to Stevens Creek trail at Cupertino and beyond. Even if this path is considered as a commute path for Google / Apple employees, Bernardo is no way closer to those locations.

On the other hand using the existing Bike lanes in Mary avenue leading to Don Burnett BicyclePedestrian Bridge connecting Stevens Creek Blvd. is an ideal extension path. It reduces cost, connects existing facilities, along a wider road, with little or no impact to residents etc.

regards
Ramesh Ramaiyer

Comment #: 91 **Name:** Radha Kanekal
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Feedback reg. Stevens Creel Trail Feasibility Study
Comment:

Esteemed Representatives:

I have been following the discussions reg. extending the Stevens Creek Trail through Los Altos on Nextdoor and other public forums. Being just three houses removed from Fallen Leaf Lane, this topic is of particular interest to me. I would like to take this opportunity to vehemently oppose any attempt to change residential streets in Los Altos in order to "continue this trail". Firstly, this does not provide the trail users with any feeling of being part of nature. And in order to acheive this imperfect result, the study suggests completely changing the nature of the streets in our city. I fully and completely OPPOSE this initiative. Please route this trail through streets like Fremont/Grant or Fremont/Mary in order to reduce disruption and liability to the residents and the trail users.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. This also places additional liability on the homeowners on this street, who might find themselves being sued for backing out of their garage just when someone was walking by on the trail. Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Using Fremont/Mary or Fremont/Grant in order to extend Stevens Creek Trail upto Homestead makes a lot of fiscal sense. There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Please respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study. Don't change our city to force an imperfect solution that doesn't work for the trail users or for the residents on the streets that you end up changing.

Thanks!

Radha Kanekal

Comment #: 92 **Name:** CN Patel
Date: 5/20/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: My comments about Stevebs Creek Trail Feedback
Comment:

Esteemed Representatives of Los Altos City Council

I will like to make comments on trail study done so far by all concerned cities in this Trail project.
I strongly oppose the trail From Fremenot to Homestead, as I enjoyed this city for last 35 years and its rural settings, privacy, less traffic on foot or cars and above all safety of its people.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

With these comments, I expect that city will represent its citizens' voice in opposing the trail plan.

CN Patel

Comment #: 93 **Name:** John M. Frier Jr.
Date: 5/20/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Keeping Fallen Leaf and Louise Lanes for residential use
Comment:

members of the deciding Councils

My wife and I have been homeowners on Fallen Leaf Lane since 1960; before the freeways and the Foothill Expressway existed. We have observed that cars speed up coming south as they near the intersection of Fallen Leaf Lane and Louise Lane (in front of our house). This happens because Fallen Leaf Lane widens significantly as it nears the corner with Louise Lane. A stop sign exists but it is poorly observed..We have no side walks so our streets used by walkers, by children on foot or on bicycles enroute to or from West Valley and Homestead high schools.Lately we notice commuters using Fallen Leaf Lane to avoid the traffic congestion on Homestead Road near Foothill Plaza. The idea of burdening Fallen Leaf Lane with more traffic (a biking trail) seems ludicrous and a failure to
Consider the danger to pedestrians. Please help us keep our streets safe for all users.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

The "Trail" project seems to ignore the major differences between the purposes of privately owned residential property and publicly owned recreational property. The use of Foothill expressway for bicycles is a good solution as long as the bicyclists don't wind their way through residential streets to get to the expressway. Including residential streets as a part of a regional recreational plan for cyclists will irritate the voters , who are residents.

John. M. Frier Jr.

Comment #: 94 **Name:** John M. Frier Jr.
Date: 5/20/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Clarification of Opinion on Recreational Trail
Comment:

Esteemed Representatives,

Today, May 20th, I forwarded comments to the Council about the proposed recreational bicycle trail through Fallen Leaf Lane in Los Altos.My wife said that I never wrote whether we were for or
Against the use of Fallen Leaf Lane as part of the trail.

To clarify our opinion, we are against it.

respectfully,

Mr. and Mrs. John M. Frier Jr

Comment #: 95 **Name:** Kim Flickner
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Creek Trail
Comment:

City Council Members

I have been following the progress of the trail and it's final placement. I want to make my voice heard when I share my opinion that the the trail has no place on Fallen Leaf or Louise Lane. This is a quiet street with many children riding and walking through the neighborhood. We do not want more traffic nor strangers coming throughout the day and night.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

I hope you take the time to consider what a huge impact this decision is to all our homes and safety!

Kim Flickner

Comment #: 96 **Name:** Ross Lappin
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail study feedback
Comment:

The trail should not be on residential streets unless already marked as bike lanes with on-street parking on both sides.

Comment #: 97 **Name:** Kathleen Cordova
Date: 5/20/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: SCT In Sunnyvale, second bridge over 280
Comment:

Hi Neighbors,
Please read the Facebook post from Friends of the Stevens Creek Trail https://www.facebook.com/stevenscreektrail
Now is a critical time to speak up so we don't lose a key opportunity! The most trail-like option is from Dale/Heatherstone south along Stevens Creek to Fremont, bridge over Fremont, turn a lane of Bernardo into a linear park/trail, bridge over 85 to Maxine, bridge over 280 & railroad tracks to Madera, greenway along PharLap to connect to the Cupertino section of trail at Blackberry Farm / Golf Course.
The least expensive option is connecting the current trail end points using existing roads and the existing Mary Ave bike/ped bridge.
…….
Agreed, using the existing Mary Ave/Don Burnett Bridge is the least expensive option, so lets use it for its original charter and funding. Which was to create a gateway for Silicon Valley and the SCT to reach Cupertino, DeAnza, local schools, Blackberry Farm, McClellan Ranch and Cupertino Foothill trails.
As suggested by the FOSCT the goal would be to build a second multi-million dollar bike/pedestrian bridge over 280 to eventually reach Blackberry Farm in Cupertino. A fifteen million dollar, award wining Don Burnett/Mary Ave Bridge, paid for by taxpayer's (VTA, Cupertino and Sunnyvale) already exists. Why build a second bridge, which would be located less than a mile away over 280?
We can all agree that a Class 1 trail, protected from traffic, like the Mt. View portion of the SCT would be a wonderful asset for the City of Sunnyvale. The one-mile stretch in Sunnyvale between Fremont Ave and Homestead Rd in the West Valley Elementary neighborhood along Stevens Creek is privately owned and is too narrow for the extension of a wide multi-purpose, busy extension of the Stevens Creek Trail from Mt. View.
As the extension of the SCT has to be run on Sunnyvale city streets with no actual sighting of the creek, lets instead use a more fiscal approach and upgrade existing infrastructure on main thoroughfares where bike lanes are already located, for safe routes to schools, recreation and commuting.

Here is how you can get involved:
Attend the upcoming Sunnyvale Public Input Meeting to provide input regarding the routing of the Stevens Creek Trail, through Sunnyvale.

Sunnyvale Public Input Meeting, Thursday, May 21, 2015 from 6:30 - 9:30 p.m. Sunnyvale Community Center Ballroom 550 E. Remington Drive, Sunnyvale

Email your comments on the Stevens Creek Trail Feasibility Study to: SCTfeasibilitystudy@sunnyvale.ca.gov Your comments will be included in the final report of technically feasible SCT routes to be voted on by the city councils of Sunnyvale, Cupertino, Los Altos and Mountain View.

Contact City of Sunnyvale City Council members at council@sunnyvale.ca.gov to voice your concerns and views.

Comment #: 98 **Name:** Martin & Jean Kreb
Date: 5/21/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Council Members,

We encourage you to be fiscally responsible and utilize the current bridge over Highway 280 and the street route on Mary Avenue to connect the trail from Fremont Ave to Homestead Rd. We have already waisted too much of our taxpayer money and the time of council (and Sunnyvale citizens) on this issue being pushed by a small minority who want a dedicated bicycle trail. We think the cyclers should use the existing streets.

Sunnyvale Residents for 38 years,
Martin & Jean Kreb

Comment #: 99 **Name:** Patrick Reed, Roseann Gutierrez, Ronald Najar, Forest DeRuin
Date: 5/21/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom It May Concern,

It astounds me that Sunnyvale, Los Altos, Cupertino and Mt. View can somehow come up with money to waste on a "feasibility study" let alone the money involved with implementing any of these proposals being considered.
Sunnyvale already has bike lanes providing a direct route from the Mt. View Hwy 85 bridge to the Cupertino Hwy 280 bridge via Remington and Mary Avenues. It is the opinion of our household (4) voters, that this existing infrastructure provides a safe and convenient route for cyclists to travel.
Our recommendation is
-Stop the social engineering
-Quit pandering to a minority (cyclists)
-No "Green colored" or separated bike lanes
-No loss of residential street parking
-No additional money wasted on this proposal!

Patrick Reed
Roseann Gutierrez
Ronald Najar
Forest DeRuin

Comment #: 100 **Name:** Clare Meyerson
Date: 5/21/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Sunnyvale Resident -- I support Stevens Creek Trail
Comment:

Dear Stevens Creek Trail Feasibility Study and Sunnyvale City Council,
As a Sunnyvale resident since 1992, I'm a big supporter of the Steven Creek Trail. I enjoy walking and riding my bicycle on the trail. I live in the stretch between Fremont Ave and Homestead and have been looking forward to having the trail go through my neighborhood for many years.
My preference would be to have the trail go through either Fallen Leaf or Belleville. The creek is on that side of HWY 85 in that section, so it makes the most sense to keep the trail on that side. Also it makes the most sense to have the trail go under or over HWY 280 on that side of HWY 85.
Fallen Leaf, Belleville, Bernardo and Mary are all public streets that pedestrians and bicycle riders have the right to use regardless of what is decided about the Stevens Creek Trail. Since Sunnyvale has sidewalks it is pedestrian friendly along Mary and Bernardo Avenues. The bicycle lanes on Mary make it bike friendly, although when my daughter rode her bike to Homestead High School, she felt safer riding down side streets such as Wright Avenue and Samedra Street. I personally only ride my bike going north on Bernardo because I do not feel safe riding it southbound.
The City of Sunnyvale should figure out a way to make a designated bike path on Bernardo Avenue from Remington to Homestead. Actually, they need to make both Bernardo and Belleville Avenues more bicycle friendly and safe.
Clare Meyerson

Comment #: 101 **Name:** Patrick Grant
Date: 5/21/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Patrick Grant Summary report on Draft Stevens Creek Feasibility Study
Comment:

All,
I had some requests to compile my recent emails on the Draft Stevens Creek Feasibility Study into one COLOR PDF document. You will find this much easier reading than the separate emails. Clarity added and Illustrations much improved.

AGAIN, TWO NEW OPTIONS OVER THE I-280 BARRIER ARE DETAILED IN THIS REPORT NOT UNCOVERED BY FEASIBILITY STUDY.

I believe they are essential enabling options totally on public land as plat maps overlays prove. Report is first 10 pages, rest is appendix.

Appendix is supporting documents. Two of the appendix are difficult to find city reports and data extremely pertinent to the study, so they are presented in full, others are only few key web pages. I've tried to be factual as possible using county plat maps, photos, etc, in hopes most find this report a useful clarification supplement to the Draft Stevens Creek Feasibility Study.

Contact me for any questions or clarifications.

Best Regards
Patrick Grant,

Comment #: 102 **Name:** LuAnne Graves
Date: 5/21/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creet Trail proposal
Comment:

Do Not Urbanize Our Neighborhoods!

As a former resident of Sunnyvale and current resident of Los Altos, I implore this task force to keep the trail out of the Grant Park neighborhood, especially off of Fallen Leaf Drive. There are so many more better choices. I formally lived on Remington Drive, and that road has the room for a bike lane and sidewalk for the pedestrians which will use the trail. It also connects to Mary Ave, which has a dedicated bike lane on both sides of the street. This is something Fallen Leaf and Bernardo do not have. I lived for 18 years on Enderby Way, just off Bernardo, and there is no room at all for a bike lane, without disturbing the residents and their daily lifestyle. The disruption to these neighborhoods has the residents very concerned. Plus, the unneeded use of resources for a project that has a simpler solution is mind boggling? Existing bike lanes and sidewalks can be used now, why encroach upon a residential community?

Please take my words into consideration. This is an issue which will effect us all for decades.

LuAnne Graves

Comment #: 103 **Name:** Dolores G. Thompson
Date: 5/21/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail feasibility
Comment:

Esteemed Representatives:

I am very concerned about what is going to happen next with the attempts to put a new component of the Stevens Creek Trail through residential neighborhoods in South Los Altos. I believe there are other, less costly, and more practical options available that don't seem to be seriously considered and I am wondering: "WHY NOT"? For example, existing bike lanes on Mary can be used to "connect" -- from where the trail ends now, at Heatherstone, it is very efficient to use the bike lanes on Mary - there will be little additional cost AND no neighborhood disruption. We who live in the parts of South Los Altos that would be affected by putting new bike lanes on our residential streets want more discussion on these other options.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Thank you for the opportunity to express my views.

I hope they will be taken seriously by the decision-makers.

Dolores G. Thompson

Dolores Gallagher Thompson, PhD

Comment #: 104 **Name:** Tom Meehan
Date: 5/21/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail on Louise
Comment:

Los Altos City Council:

We would appreciate the Los Altos City Council re-evaluating running the Stevens Creek trail on either Fallen Leaf Lane or Louise Lane. These streets CANNOT handle more traffic and narrower streets. In addition these streets are quiet neighborhoods. Annexing the front of people's property, putting in dividers, and painting the street green would destroy the look of the neighborhood and would be a blemish on the city of Los Altos.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Tom Meehan

Comment #: 105 **Name:** Barbara Loebner
Date: 5/21/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Steven's Creek Trail - Los Altos Resident
Comment:

Dear Council Members and committee members<

I would like to voice my very strong request that common sense truly prevail in the alignment through Mountain View, Los Altos and Sunnyvale where creek access is not viable.

I would the use of main thorough fares such as Mary Ave., Fremont Ave. and Grant Road as areas to upgrade and to utilize the Mary Ave. bridge.

I would support low key signage and online information showing alternate routes along Belleville, Fallenleaf and Newcastle Dr (of which I am a resident). Users can then make their way as they see fit.

I expect full transparency in the process and believe that Grant Rd. was if not now, taken off the alignments being discussed. This happened without transparency.

I would oppose any use of Bernardo as the designated trail. I believe this is a high use and necessary access for student's of Cupertino Middle school. I am concerned that traffic will be simply be diverted into the neighborhood for the sale of the trail, when Mary Ave. would serve completely adequately.

Thank you for your time and attention.
Barbara Loebner

Comment #: 106 **Name:** Arial Faigon
Date: 5/21/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek trail public feedback
Comment:

Dear representatives,

While I'm not directly impacted by the proposals, I would like to add my voice in support of my neighbors who are impacted by the proposals, especially those who live on Fallen Leaf Lane.

I agree with the Fallen Leaf residents on the following.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for listening.

Ariel Faigon

Comment #: 107 **Name:** Vivian Euzent
Date: 5/21/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail option feedback
Comment:

First, thanks for taking the time to participate in this group and help us connect the trail.

I don't support the Bernardo Avenue option as that street has a lot of traffic during school commute times from West Valley, Cupertino Middle School, Homestead High, and the Hebrew Day School. Families often have children in more than one school so need to commute between the various schools. Also, it would create an extreme hardship on the families living on Bernardo if the street was one way since it is a long ways between The Dalles and Cascade requiring families to have to circle around this area every time they needed to drive in the direction opposite the direction of traffic. Lastly, to have no parking other than their driveway? Anytime there are driving children in a household that is yet another vehicle to park or inviting guests who would have no place to park is more than any citizen should be asked to give to support a public project.

I do like the proposal to use the green space owned by Mt. View between Highway 85 and Bernardo to a point. Our experience driving at the intersections of Fremont at Bernardo and the Highway 85 off and on ramps is that it is too dangerous for all but the most experienced biker. If we want a trail that is safe for families, any kind of crossing on Fremont in that area would not fill that requirement. However, would there be a way that the connector could go along Yorkshire Drive and enter the back of the Starbuck's Plaza on Mary and Fremont using the pedestrian walkway? Once Sunnyvale puts Mary Avenue from Fremont north to El Camino (and beyond) on a road diet this could possibly be a safer street for all levels of biking since it would then have a dedicated bike lane. That trail could eventually cross 280 using the bike/pedestrian bridge near Homestead HS.

Lastly, if you need to have the connector trails on city streets, I would strongly recommend they be green trails as one is now finding in many other locations. This would make it easy for people to follow the trail and make it obvious to drivers that "this" is a bike lane - keep out.

I also believe that Foothill Boulevard at the 280 interchange is VERY dangerous and should not be considered. As adults my husband and i have been almost hit there more than once and no longer are willing to bike through that area. We drive our bikes beyond it, park, and then start biking. Drivers really don't care if you are in the bike lane. They are in a hurry and no one else's schedule could possibly be more important that theirs so they cut you off. Imagine if you are biking with children there!

Sincerely,
Vivian Euzent

Comment #: 108 **Name:** Cindy Castillo
Date: 5/21/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: trail idea
Comment:

I attended the May 21 public input meeting tonight. As a resident of Sunnyvale and a property owner in Los Altos, I am very supportive of Sunnyvale and Los Altos stepping up to the plate and making a long term commitment to the Stevens Creek Trail to link up with Cupertino and Mountain View. However, it seems to be more difficult due to land availability as well as code necessities to come close to what Mountain View was able to do for our residents. I do NOT agree with those who say "do nothing".

I would like to see the group distill all the possibilities down to two choices:

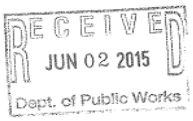
1) What would the very best design for a trail plan look like? (trail = as few cars as possible along the creek as much as possible etc)

2) What would the very best design for a connector plan look like? (connector using existing bike ways, pedestrian ways and streets with enhancements)

I think the public would be able to provide better feedback when the possibilities are narrowed down to two plans. Then we could make a comprehensive choice as to whether the trail plan would be worth the extra expense for the "off road" advantages vs. the lesser expense of using existing roadways with enhancements but losing much of the feel of a "trail".

Thanks,
Cindy Castillo

Comment #: 109 **Name:** Alan & Barbara Hubbard
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** no
Subject: Steven's Creek Trail Alignment Mtn. View to Cupertino
Comment: (Letter)



ALAN & BARBARA HUBBARD

RE: Steven's Creek Trail Alignment Mtn. View to Cupertino

City of Sunnyvale, Attention: Public Works – SCT,
456 W. Olive Ave.,
Sunnyvale, CA 94086.

Barbara and I are avid bicyclists who use the Steven's Creek Trail several times a week and have used it since it opened. We also happen to live on Fallen Leaf Lane which is being considered as an option to connect the existing Mountain View and Cupertino segments of the Trail. We think that Fallen Leaf Lane is NOT the best alternative of those being considered for several reasons.

While using the Steven's Creek Trail over the past several years we have noticed a significant increase in the number of bicycle commuters who use the trail in the early morning and late afternoon hours. We believe these commuter bicyclists, who are becoming an ever increasing portion of the trail users, would best be served using existing infrastructure such as the Mary Avenue alignment to the new I-280 pedestrian/bicycle bridge, the Bernardo alignment to Homestead's new bike lanes, or the 2008 Los Altos Steven's Creek Trail recommended alignment that used Fremont Avenue and Grant Road to connect to the Foothill underpass.

If it is decided that the Fallen Leaf Lane alignment proves to be the best alternative being considered, we prefer an alternative that minimizes the impact on the property owners on Fallen Leaf Lane. Specifically, we would prefer an alternative that does not expand the current 42 foot width of the street. To take 9 feet from the current front yards on each side of the street would dramatically change the look and feel of the current neighborhood. Instead we would suggest the following alternatives in order of preference:

1. No parking along one side of the street to allow for marked bike lanes on each side of the street which maintains the existing street width, or
2. A class 1 Bike Path – side Path without parking on one side of the street. This would require the 2-way shared use path (12') plus a narrow landscaping strip (3') plus 1 parking strip (7') plus 2 travel lanes (22') for a total of 44 feet. This alternative would result in existing property owners losing only 1 foot along each side of the street.

Please do not select an alternative for the Steven's Creek Trail alignment that totally changes the look and feel of Fallen Leaf Lane. We don't want our quiet, tree-lined street to become a Foothill or Central Expressway for bicycle commuters.

Sincerely,

Alan D. Hubbard Barbara M.Hubbard

Comment #: 110 **Name:** M.L. Eugeni
Date: 5/21/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for SCT along Creek Corridor/Bernardo Ave
Comment:

Dear City of Sunnyvale Public Works - SCT,

I would like to provide my comments regarding the proposed Stevens Creek Trail (SCT) routes between Fremont Avenue and Homestead Road. I believe that the existing Class II Bike Lane on Mary Avenue would be a natural route for the SCT. Mary Avenue ends in the Highway 280 pedestrian and bicycle bridge to Cupertino for continuation of the SCT. I believe that the SCT should be routed through NEITHER Belleville Way NOR Bernardo Avenue because of the high traffic and children on the road from West Valley Elementary School and Cupertino Middle School. Use of the existing Class II Bike Lane on Mary Avenue is a cost-effective solution for the SCT route through Sunnyvale.

Sincerely,
Resident of Sunnyvale

Comment #: 111 **Name:** Allen Recht
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Fremont Ave / Grant Road option suggestion
Comment:

I suggest that you modify this option as follows:

Instead of adding two signal lights where the Foothill Blvd off-ramp and on-ramp meet Foothill Blvd., I would like to see a pedestrian/bicycle overpass built over the off/on ramps. The north side of the new overpass would have a spiral (or switch back) so that it would gradually increase in elevation. This would make it easier for less experienced bicyclist make if over the off/on ramps. Having this overpass would allow cars moving south bound on Foothill Blvd and wanting to take the on-ramp onto Hwy 280 southbound to get onto that on-ramp without having to wait for a signal light to change or waiting for pedestrians or bicyclist to cross the street.

Sincerely,
Allen Recht

Comment #: 112 **Name:** Robert Randleman
Date: 5/22/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creet Trail Connection
Comment:

I live on Newcastle Drive near the intersection with Morton Avenue and am writing to oppose the Stevens Creek Trail connector trail passing along Newcastle Drive, for the following reasons:

1. It would not be safe for bikers. Newcastle Drive is one of only two streets in the Grant Park neighborhood that directly connects Grant Road (including the Homestead shopping plaza) with Fremont Avenue, so it gets a lot of vehicle traffic passing through. This would not be as safe for cyclists as alternative routes that use less congested streets. I frequently bike from my house to the Stevens Creek trailhead and Newcastle Drive is by far the busiest street along that route. Also Newcastle Drive connects with Truman Avenue on the other side of Fremont Avenue, and Truman also gets a lot of traffic from the high school, so a cycle path that goes from Truman through Newcastle would be a bad idea, not to mention the fact that the cross walk at Fremont is very dangerous - cars rarely stop for pedestrians or cyclists.

2. It would add to non-resident congestion in the neighborhood. Grant Park is heavily used by sports teams (mostly soccer) and occasional concerts plus other weekend activities. This brings a lot of outside vehicle traffic into the neighborhood, especially on Newcastle Drive around its park entrance due to the very small size of the Grant Park parking lot, and that non-resident congestion would be worsened by adding a popular bike path along Newcastle Drive. Also all this vehicle activity, especially on the weekends around Grant Park, would make it unsafe for cyclists.

3. Pedestrian risk. Lots of people enjoy walking along Newcastle Drive to get to school (St. Simon and Montclaire), to get exercise and to walk their dogs to and from Grant Park. Having a bunch of road bikes race through our neighborhood would damage its character because people wouldn't feel as safe due to the unfortunate attitude many road bikers have regarding pedestrians.

Sincerely,
Robert Randleman

Comment #: 113 **Name:** Scott Yu
Date: 5/22/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: My comments on Stevens Creek Trail (Four-Cities Coordinated Stevens Creek Trail Feasibility Study
Comment:

Hi,

As a long time Mountain View resident, one way that could IMMEDIATELY help with traffic on freeways is to allow people to ride electric bikes on Stevens Creek Trail. It's perfect for EVERYONE that works at LinkedIn, Google, Intuit, and all the other major tech companies along the route.

Electric bikes have no pollution and the new ones all are lithium ion so they are fairly light. And they all have built-in restrictions on speed so bikes cannot go too fast.

Please consider this as it would allow much more people to commute via bikes along the trails and alleviate freeway traffic.

Sincerely

Scott Yu

Comment #: 114 **Name:** Do Hui The
Date: 5/22/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject:
Comment:

Hi,

I am a resident on Barton Dr in Sunnyvale and Page 78 of the feasibility study is of direct concern to my neighborhood, in particular the proposals for Bernardo Avenue, Belleville Way, Bedford Avenue and Ecola Lane. These streets are the main thoroughfare for our community's school children to get to their middle and elementary schools and therefore during the school days, all of these 4 streets, including mine on Barton Avenue are highly congested. Making Bernardo Avenue into a one way street will further increase the congestion and the likelihood of accidents involving school children.

I live a few houses away from West Valley Elementary. During school days and even on weekends too, when there are frequent activities, our streets surrounding the school are filled with parked vehicles on both sides of the street. Hence removal of one side of parking will further add to the congestion in our neighborhood. In addition, a number of neighborhood kids currently bike to either the elementary or middle school via the bridge on The Dalles. By designating our neighborhood as part of the trail with signs will bring even more bikers and this will make the streets too congested and unsafe for everyone, not just the bikers but those of us who need to drive off from our driveway.

At the moment with the current number of bikers and pedestrian on my street, I already have to be extremely cautious when I back out from my driveway. I cannot imagine when more bikers and others will pass through my street when it has been designated as part of the trail. It will then be an accident just waiting to happen. I am therefore strongly against using the on-street routes of Bernardo, Belleville, Bedford and Ecola as part of the trail.

I would suggest that using the existing bike lanes of Mary Avenue as the designated part of the trail as it cheaper and with minimal disruptions to the existing neighborhood.

Thank you,
Do Hui Teh

Comment #: 115 **Name:** Sunnyvale Resident since 1980
Date: 05/22/20105 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Comments
Comment:

Stevens Creek Trail Committee,

Last night, 5/21/2015, I attended an information meeting at the Sunnyvale Community Center Ballroom. I listened intently to the various comments and below are my thoughts.

The Sunnyvale area with the adjoining Mountain View, Los Altos and Cupertino areas are facing a transformation from a suburban area to an urban area. As such, in all urban areas there is a need for increased recreational opportunities in the form of parklands. New York City has its Central Park. San Francisco has its Golden Gate Park. There is no equivalent for Sunnyvale and its adjoining cities. The Stevens Creek Trail would be just a portion of a larger scheme.

In this urbanization transformation, it would be incumbent on considering that the SCT could link not just to the ocean and bay but also to the rail transportation/ BART at Mountain View and Sunnyvale.

In this urbanization backdrop, I am in favor of expanding the Creek Corridor at whatever the cost.

Regards,

Howard Woo
Sunnyvale resident since 1980

Comment #: 116 **Name:** George and Laura Cline
Date: **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: No new trail in south Los Altos area
Comment:

Honorable Representatives:

Please, no new bike "trail" in the south Los Altos area.
We already have two in place which can be part of the Bay-to-Ocean trail system—
Mary Ave with its bridge already built over the freeway
and Fremont/Grant Rd.

Use what is already existing—it's cheaper and there's certainly no need for the City of Los Altos to be seeking huge amounts of Federal grant money. Our Federal government has more important uses for their money than to fund Los Altos construction.

George & Laura Cline

Comment #: 117 **Name:** Rebecca and Gordon Snedigar
Date: 5/22/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Don't attract more traffic
Comment:

Honorable Representatives:

We don't want anything that will create more traffic on our residential streets. We didn't move to relatively quiet and rural south Los Altos to become involved in a widely advertised long-distance bike route.

Rebecca and Gordon Snedigar

Comment #: 118 **Name:** Gerald Hopkins
Date: 5/22/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen Leaf Lane -- Stevens Creek Trail
Comment:

Dear Sirs & Madams:

I am writing to express my opposition to any configuration of the Stevens Creek Trail involving the use of Fallen Leaf Lane in Los Altos. I have lived on Fallen Leaf for over ten year and it is my belief that our street would be ill-suited for the accommodation of additional bicycle and foot traffic for several reasons: First, Fallen Leaf, being an outlet artery the neighborhood to Fremont Avenue and Grant Road, already carries a substantial traffic burden -- often at high speeds. Renderings in the trail proposal mixing bicycles and automobiles in shared lanes does not account for the high speeds at which autos often travel on Fallen Leaf. Second, I know most of my fellow Fallen Leaf residents worry about the safety and liability risks associated with a trail configuration on our street. Under existing conditions, backing out of a driveway on Fallen Leaf can be a challenge due to the volume and speed of traffic -- additional bicycles travelling at high speeds would be an added worry and risk. Finally, a trail configuration on Fallen Leaf would be inconsistent with the neighborhood scheme in general -- a painted bicycle lane, for example, would be aesthetically at odds with the current look and feel of the neighborhood, and would almost certainly diminish property values and detract from the beauty of the neighborhood.

Residents of Fallen Leaf, and surrounding streets, have overwhelmingly, consistently and vocally opposed any configuration of the Stevens Creek Trail that would make use of our street. I implore you, particularly our Los Altos City Council Members, to listen to your constituents on this issue: Please support an option that responsibly makes use of existing infrastructure and more appropriate streets (Fremont and Grant for example), and please do not ask Fallen Leaf residents to shoulder this burden. Thank you.

Best regards,

Gerald Hopkins

Comment #: 119 a **Name:** Jeannie Bruins
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Connection
Comment:

Mr. Randleman,

Thank you for submitting your feedback through the SCT email address and copying Council.

There appears to be some misinformation regarding whether or not Newcastle was evaluated and/or is being considered as a possible SCT alignment. So in the interest of setting the record straight, Newcastle was NOT studied nor is it being considered as a potential alignment.

The maps on page 49 and page 62 of the draft SCT Feasibility Study report illustrates that Newcastle is not being considered (nor was it studied). That said, Newcastle is mentioned in the draft report only to reflect what is already in the 2012 Los Altos Bicycle Transportation Plan. Those references can be found on pages 44 & 77 of the draft. The bibliography section (page 97) shows all reports, plans, studies and databases that were examined by the consultant performing the study.

I hope this helps set the record straight. Please let me know if you have any questions.

Best,
Jeannie

Comment #: 119 b **Name:** Jeannie Bruins
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Connection
Comment:

On May 22, 2015, at 6:03 AM, Randy Randleman <> wrote:

I live on Newcastle Drive near the intersection with Morton Avenue and am writing to oppose the Stevens Creek Trail connector trail passing along Newcastle Drive, for the following reasons:

1. It would not be safe for bikers. Newcastle Drive is one of only two streets in the Grant Park neighborhood that directly connects Grant Road (including the Homestead shopping plaza) with Fremont Avenue, so it gets a lot of vehicle traffic passing through. This would not be as safe for cyclists as alternative routes that use less congested streets. I frequently bike from my house to the Stevens Creek trailhead and Newcastle Drive is by far the busiest street along that route. Also Newcastle Drive connects with Truman Avenue on the other side of Fremont Avenue, and Truman also gets a lot of traffic from the high school, so a cycle path that goes from Truman through Newcastle would be a bad idea, not to mention the fact that the cross walk at Fremont is very dangerous - cars rarely stop for pedestrians or cyclists.

2. It would add to non-resident congestion in the neighborhood. Grant Park is heavily used by sports teams (mostly soccer) and occasional concerts plus other weekend activities. This brings a lot of outside vehicle traffic into the neighborhood, especially on Newcastle Drive around its park entrance due to the very small size of the Grant Park parking lot, and that non-resident congestion would be worsened by adding a popular bike path along Newcastle Drive. Also all this vehicle activity, especially on the weekends around Grant Park, would make it unsafe for cyclists.

3. Pedestrian risk. Lots of people enjoy walking along Newcastle Drive to get to school (St. Simon and Montclaire), to get exercise and to walk their dogs to and from Grant Park. Having a bunch of road bikes race through our neighborhood would damage its character because people wouldn't feel as safe due to the unfortunate attitude many road bikers have regarding pedestrians.

Sincerely,
Robert Randleman

Comment #: 120 **Name:** Shirley Tibbs
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

Who is on the Feasibility Study and who do they represent??
Do any of the members have dealings in the past of one of the contractors possibly involved in the study??

Thank you for your reply...

Shirley Tibbs

Comment #: 121 **Name:** Kathleen Cordova
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Citizens for Responsible Trails Attachment
Comment:

FYI,

I wasn't sure if this had been sent in regarding suggestions for the SCT

Thank you,
Kathleen

Comment #: 122 a **Name:** Bill Bushnell
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Comments
Comment:

Dear CWG and JCWT:

I look forward to being able to enjoy a southern extension of the Stevens Creek Trail in the near future.

I favor the alignment options that make the southern extension of the Stevens Creek Trail usable and convenient for the greatest number of future trail users, especially those who might choose to commute to work or school along this corridor, thus replacing a car trip with a bicycling or walking trip.

I value the following features in a multi-use trail:

1) Minimal indirection or detour, especially at bridges, tunnels, or intersections. Indirection could be zig-zags, spirals, or other chicanes, to achieve elevation at a bridge or tunnel, or time-consuming detours on surface streets. Each of these discourages trail use by commuters. E.g. The zig-zags at the Central Expressway crossing are irritating, especially the 180-degree turns on slippery-when-wet wooden planks. On the other hand the Moffet Blvd. crossing is very nicely done.

2) Maintain Class 1 trail as long as possible. Avoid breaking the trail at major arterials or intersections, throwing trail users into busy street traffic. This is the Stevens Creek Trail, a linear park that offers users respite from the stresses of urban and suburban life and enhances life in our cities. Let's keep it alongside Stevens Creek as much as feasible.

3) Allow space for expanded trail width as trail use grows. Some parts of the trail can become quite crowded with cyclists, joggers, walkers, dogs, prams, children learning to ride, and so forth. In some places walkers and joggers use the verge, but in other spots the trail is too narrow.

Working south from Dale/Heatherstone I favor the following proposed alignment: Class 1 trail on the east side of CA85, bridge over Stevens Creek parallel to CA85, followed by ramp and bridge over Fremont Road east of CA85 and connecting to a Class 1 path between the CA85 sound wall and Bernardo Ave.

South of Homestead it's a choice of the lesser of evils. I prefer the alignment that maintains as straight a line as possible with minimal use of surface streets between Homestead at CA85 and Blackberry Farm in Cupertino.

It's too bad the tunnels under I-280 cannot be used, but I still favor a new bridge over I-280 (with in-line approaches) to shunting the trail over to the Mary Ave. bridge or to an alignment under I-280 at Foothill Blvd.

A recently-released report titled, "Citizens for Responsible Trails: Response to Stevens Creek Trail Feasibility Study" focuses on the cost of building a Class 1 trail to distract the reader from noticing that its authors do not want changes in their neighborhood due to trail construction and use. This report wrapped in a fancy presentation is basically a big NO: "No Trail" south of it's current terminus at Dale/Heatherstone. Please recognize it for what it is.

The cost of even the most expensive trail option is a drop in the bucket compared to adding a lane to a freeway or reworking an interchange. And, the more commuters that choose to walk or bicycle on the trail instead of driving reduces traffic pressure on nearby streets, thus saving or at least delaying future costs to widen roadways to accommodate demand. Please don't give up on the current vision. Let's see the Stevens Creek Trail reach Blackberry Farm.

--
Bill Bushnell

Comment #: 123 **Name:** Shirley Tibbs
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Feasibility Study
Comment:

Who is on the Feasibility Study and who do they represent??
Do any of the members have dealings in the past of one of the contractors possibly involved in the study??

Thank you for your reply...

Shirley Tibbs

Comment #: 124 **Name:** Dick Thornton
Date: 5/22/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Feas. Study
Comment:

Greetings,

I am a resident of Los Altos living on Candace Way near Fallen Leaf. I am a bike commuter and use the Stevens Creek trail on my bike to work in Milpitas. I gain access at Sleeper avenue (after biking up Truman by the MV high school). I bike on SC trail all the way to Moffett BLVD where I exit onto quiet frontage road.

I support the Creek corridor to Fallen Leaf Lane option(s). While I feel for my neighbor's concerns regarding encroachment on their driveways and parking rights, I think it is our responsibility to pursue what is best for the entire community; we need to promote safe automobile alternatives before it is REALLY too late.

I would ALSO support the Partial Creek Corridor path to Mary Avenue alternative….and in fact, we should do both! This route serves the 100's of Homestead High School commuters and aligns well with the beautiful pedestrian bridge over 280.

Lastly, we should consider an alternative that has not been put forward thus far (so far as I can tell); On my commute to Milpitas I ride along a path that directly borders the freeway. This occurs both near Baylands park (North of 237) AND it occurs on the south side of 237 from Lafayette to NFirst st and it occurs again one last time on the N side of 237 from Zanker to Coyote Creek. There is space along the shoulder of 85 that could be used for a similar alignment…..especially between Heatherstone bridge and Freemont. I don't think any neighbors would object since path is on other side of sound wall. It would be a joy to bike along 85 and watch all of the cars stuck in gridlock traffic. Please consider this alternative.

Thank you for all your hard work.

Best Regards,

Dick Thornton

Comment #: 125 **Name:** Susan White
Date: 5/22/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please connect the Stevens Creek Trail
Comment:

Dear Committee Members,

As a a long term bicycle commuter from Sunnyvale, I strongly urge you move forward to connect the Stevens Creek Trail. The recent extension of the Stevens Creek Trail down to Dale / Heatherstone has significantly improved the safety and enjoyment of the bicycling, running and walking route to the Bay that I and so many others benefit from.

It is unfortunate and disappointing that some of the creekside land in Sunnyvale which could have otherwise been used for the extension has been sold off, so I urge you to take action now to connect the Stevens Creek Trail, before more is lost to public use, as well as to benefit local citizens. I see ever-increasing use of the existing trail, as more people use it for biking, running and walking.

In summary, I support connecting the Stevens Creek Trail sections, regardless of which alignment options are chosen.

Sincerely,
Susan White, Sunnyvale

Comment #: 126 **Name:** Leigh Stevens
Date: 5/22/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To whom it may concern:

I have always been in favor of the idea of this trail. Having lived in the area for 23 years along the 85/Stevens Creek corridor, it seemed like a nice alternative to riding on the streets or taking my car on the freeway. At times, we lived closer to the trail and I did not have objections even then, though some neighbors were worried about crime and partying in the more remote areas.

I have been a user of the Mountain View sections since they opened and I feel safe when I am on the trail. There are enough other users/commuters, at many times of day, so you do not feel alone. It provides a nice haven from the stresses of the world, even though the freeway is on the other side of the wall.

My dream would be to see it stretch all the way across our little section of the valley.

Regards,
Leigh Stevens

Comment #: 127 **Name:** Aurelia Hartmann

Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

As you learned from the meeting of May 21st and heard the residents voice their opinions, the majority responded with an overwhelming "No" to additional bike trails but instead to use those trails already in existence. The Mary Avenue/Don Burnett Bridge is available to bikers and has already been paid for by the citizens of this city. Where is the fiscal sensibility? How much money has already been wasted on the feasibility study? As was suggested at the meeting, it would be wise to end the study before anymore money is spent foolishly. Disrupting and impacting our streets with more traffic makes our neighborhoods unsafe. Near the middle of Belleville Way, is located an elementary school, where high volumes of automobile traffic already approach from BOTH directions for dropping off and picking up children throughout the day. The City of Sunnyvale has allowed Stanford Medical to open a medical facility at the Fremont Avenue/Belleville Way intersection which will cause even more traffic when it opens in the near future. New bike trails through the area will make it almost impossible for the homeowner to back a vehicle out of their own garage safely on a street already busy.

As a citizen I urge you, as elected officials, to serve the citizens of Sunnyvale as the majority have requested The money could be better spent repairing the broken curbs/crumbling sidewalks in the area and making walking and driving a safer place for everyone. Let us use the infrastructure already in place instead of wasting more of the taxpayer money by building more bike trails, bridges or underpasses we do not need.

Aurelia Hartmann

Comment #: 128 **Name:** Joyce Delaney
Date: 5/22/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Council Members

I favor existing routes, incorporate existing infrastructure into Trail alignment. Do not use residential streets for bike trails. 800 residents signed a petition not to use Fallenleaf lane in Los Altos. Please respect residents and listen to their concerns. Don't ignore your constitiuents.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Breathe new life into exisitng infrastructure.

Respectfully,

Joyce DeLaney

Joyce Delaney

Comment #: 129 **Name:** Annette Hulse
Date: 5/22/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Responsible Decision Making for All Stakeholders
Comment:

To the Stevens Creek Trail Committee

I have grave concerns about the integrity and responsibility of the planning process for the Stevens Creek Trail. Although I applaud the intentions, the process has become myopic and fails to recognize that the nature of the creek itself, as well as the surrounding community, is very different in this reach of the creek than it is either up or down stream.

This part of the Creek runs through residential neighborhoods, abutted by private property, has not one but several crossings of major highways, and is not accessible by public or utility right-of-way for long stretches. As a consequence, the trail will -- of necessity -- not meet the same pastoral ideals that were possible elsewhere. Trying to put theTrail on residential streets disrupts neighborhoods on the one hand, and (given the number of crossings, intersections, and driveways) isn't safe for Trail users either. I ask you to respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I recall the building of the pedestrian/bike bridge over I-280 at Mary. It was justified, at least in part, as an eventual link necessary for the Stevens Creek Trail. Abandoning this asset as part of the trail plan after using the trail to justify the expenditure is an insult to the taxpayers who paid for it. Furthermore, advocating a SECOND crossing (at a cost of several million more dollars) is incredibly wasteful -- at least routing the along the Foothill underpass avoids adding insult to injury. This change in preferences by the Trail Committee also raises the question of why we as taxpayers should trust this process? Should we expect further changes of heart, with accompanying large expenditure requirements, in another 10 years?

In conclusion, I urge you to consider only those trail options that are fiscally responsible and honor the existing character of neighborhoods and communities impacted by the Trail.

Sincerely,

Annette Hulse

Comment #: 130 **Name:** Michael Knaebel
Date: 5/23/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments on Options
Comment:

All,

After carefully reviewing the entire plan it is my position and recommendation that the trail be extended by option 4, using existing city streets. Attempting to place a portion of the trail by the creekside is very expensive and will not eliminate the need to traverse city streets. I believe we need to be fiscally responsible and minimize the financial impact to the city. The existing bike lane on Mary can be easily joined at Knickerbocker. The idea of a trail that meandered along the creek was formulated in 1961 and was not feasible then due to much of the creekside land already being owned by citizens in the various cities. It is now 2015 and it is time to put this issue to rest by utilizing existing infrastructure and by selecting option 4. It may not be the trail that was envisioned but it will be a trail that bikers can use.

Michael

Comment #: 131 **Name:** Monica Tellado
Date: 5/23/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Concerns regarding the Stevens Creek Trail
Comment:

steemed Representatives,

I am extremely concerned that you are considering putting the Stevens Creek Trail through Fallen Leave/Louise Lane. When we bought our house on Louise Lane 8 years ago, we chose this neighborhood because of the quiet and safe nature of the streets. If the Stevens Creek Trail goes through our street, it will completely change the environment of our neighborhood, creating a busy and dangerous place for our 3 young daughters to play and grow up.

I am very disappointed that instead of putting the trail through existing facilities, which is also a lot more economical, you are considering disrupting and changing the character of our neighborhood.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I appeal to you to support the wishes of all our neighbors as well as myself, and do not put the Stevens Creek Trail through Louise Lane and Fallen Leave.

Respectfully,
Monica Tellado

Comment #: 132 **Name:** Monica Tellado
Date: 5/23/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Concerns regarding the Stevens Creek Trail
Comment:

Esteemed Representatives,

I am extremely concerned that you are considering putting the Stevens Creek Trail through Fallen Leave/Louise Lane. When we bought our house on Louise Lane 8 years ago, we chose this neighborhood because of the quiet and safe nature of the streets. If the Stevens Creek Trail goes through our street, it will completely change the environment of our neighborhood, creating a busy and dangerous place for our 3 young daughters to play and grow up.

I am very disappointed that instead of putting the trail through existing facilities, which is also a lot more economical, you are considering disrupting and changing the character of our neighborhood.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I appeal to you to support the wishes of all our neighbors as well as myself, and do not put the Stevens Creek Trail through Louise Lane and Fallen Leave.

Respectfully,
Monica Tellado

Comment #: 133 **Name:** Jim Stallman
Date: 5/23/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Input for consideration: Homestead to SCB Reach Alternative
The circled Creston Dr. connection to Foothill Expressway already exists.

Comment #: 134 **Name:** Sandra Mitro
Date: 5/24/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Trail Committee,

My property backs up to what used to be Stevens Creek. Since there is no water in it, it is not really a creek anymore. I would love to be able to go out by back gate and be on a trail. Unfortunately, that will never happen because there is no open land. Trying to build a trail as close to the creek as possible is just plain silly, because the creek will not even be visible. If the objective is for people to get out and exercise, what difference does it make if they have to go a block or two further?
Don't get me started about removing trees so that you can build a "nature trail".

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I hope you will take all of theses things into consideration. Do not spend money just to be spending it. Do what is considerate to the neighborhoods that you are impacting.
Thank you,
Sandra Mitro

Sandra Mitro

Comment #: 135 **Name:** Christopher R. Moylan
Date: 5/25/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Comments on Feasibility Study
Comment:

Having served on the Sunnyvale City Council for 8 years, and taken the lead on the Stevens Creek Trail project during that time, and having read the Feasibility Study cover to cover, I have a number of comments on the study that I submit here. Thank you for the time you put in to consider them.

1. Chapter 1 explains the purpose of such a trail, but leaves out perhaps the most significant future purpose, which is as a direct commute alternative to the employment centers on Shoreline Boulevard in Mountain View. Route 85 northbound is very congested during commute hours, and there are already many bicycle commuters in Mountain View who use the trail. As climate change worsens, it is likely that all citizens will be given quotas for how much fuel they are allowed to burn per week. There will be intense pressure for commute alternatives that do not require individual cars. Commuting to the Mountain View multimodal rail station, as mentioned in the study, will not be the primary commute option; transportation experts know that every mode change introduced into a commute causes a big decrease in the number of people who will be willing to use that option. The direct cycle commute into Mountain View will be the biggest benefit of an extended Stevens Creek Trail.

The implications of this point are that the trail must stay as close to the creek as possible, in order to make the commute as short and direct as possible since people are using their own leg power to commute. It is acknowledged in the report that the trail must be usable by those who are not expert cyclists. That will become an increasing fraction of the trail users and is a very important criterion to consider when evaluating options.

2. The Study notes that there is not a continuous path of public land available for a trail, and that some use of city streets is unavoidable. That is correct. But it must be acknowledged that using city streets to connect trail segments does not transform those streets into a trail. Cyclists already use those streets, and share them with cars. That would not change. Two of the four proposed alignments on Map 8, the Fremont Avenue/Grant Road option, and the Remington/Mary/Stevens Creek Boulevard option, are nothing but rebranding existing city streets, in some cases very busy arterial city streets and a county expressway. Rather than choose either of those options, councilmembers should be honest and decide formally not to construct the Stevens Creek Trail. Telling everyone to ride on Foothill Expressway or Stevens Creek Boulevard or Homestead Road does not constitute creating a trail, and nobody should pretend that it does. As shown on Page 40, Stevens Creek Boulevard is the most dangerous of the city streets considered; Foothill Expressway going under Route 280 requires cyclists to navigate a stretch where the bike lane vanishes to allow cars to accelerate onto the entrance ramp for the freeway. That is an extremely dangerous area for cyclists and an absolutely unacceptable alternative from a safety point of view. My own daughter to this day won't ride the bike we got her for Christmas because she fell off her previous bike right on that segment of Foothill one time and almost got hit by a car. She is permanently afraid to ride. Either build a trail, or don't; but don't tell people that you have built a trail and tell them to take their lives into their hands on Stevens Creek Boulevard or Foothill Expressway under I-280.

3. The statement on page 36 that on-street segments should be used only if no public land separated from cars is available is correct. With that in mind, it is astonishing to find some of the key segments of such land not discussed in this report. The city of Sunnyvale property that goes along the creek south from Fremont Avenue for about a third of the way to Homestead Road, and then makes a right-angle turn and accesses Bedford Avenue is an obvious choice. No other possible use for this city property exists. The place where this property connects with Bedford, currently fenced off, is wide enough to create a parking lot to mitigate neighborhood concerns about people driving to that trail head and parking their cars while they bike on the trail. Why is this absent from the report? South of that point, the Cupertino Union School District has already been on record (letter attached) as supportive of creating a separate bike/pedestrian trail along the northern boundary of West Valley Elementary School, connecting to the bridge across the creek and an existing path that comes out onto Fallen Leaf Lane. That letter has been in the public record for seven years. Why does it not appear in this report? The southernmost 20% of Fallen Leaf Lane, as acknowledged in the report, has almost no traffic and would be a good place to connect with the water district property that goes under 280 along with the creek. Yet on page B-8, it is declared that a 60-foot width would be required to use Fallen Leaf Lane. That's nonsense, as is the 25-foot minimum width asserted on page 25. The existing trail in Mountain View has a section that goes right by route 85 with only a cyclone fence for separation; it's quite narrow but works well.

4. It would be preferable to distinguish between "infeasible" from a technical point of view (for example, the box culvert under 85 that physically can't accommodate a trail) and someone's opinion of political infeasibility (in particular, use of the empty bore under 280 cited on pages B-3 and B-9). The fact that some staffer at Caltrans was not supportive does not make an alternative infeasible, and it's damaging for this study to declare that it does. I would have expected nothing less from any government staffer at any level that I was asking to give permission or do extra work for something that is not part of his normal mission. The way this works is that the mayors call up the state assemblyman and state senator, and they work with the governor's office to explain to the Caltrans staffers why this needs to be done, and then it will get done. The defeatist attitude in this part of the report is a big concern, because Interstate 280 is the biggest obstacle to getting this trail connected. The water district property and the tunnel under the freeway and railroad tracks is the obvious way to get past that obstacle and political barriers should not be declared to make anything infeasible. There was a political barrier to changing the Sunnyvale general plan to allow the city to consider options, but that was accomplished. Why does the study assert that political barriers are insurmountable? The report should give the same comments about these that it does about technical barriers: potentially feasible if the following things are done. The same is true with political barriers. The Study appears to have used as a feasibility criterion whether or not a city staffer could make something happen. That's not the right criterion. It should be, could anyone make it happen.

Along those lines, the study should acknowledge that the only reason for the terrible all-Los Altos-streets alternative exists is that that they were constrained by Sunnyvale's former policy when they did their study. That constraint no longer exists, so that alternative should be mercifully discarded. It goes far from the other trail segments, and requires cyclists to navigate two arterial streets and the county expressway, which as noted above is unacceptable with regard to safety. The history section of the Study leaves out several relevant factors, including the date and circumstances under which Sunnyvale implemented its "never in Sunnyvale" policy, which was fixed in 2009.

5. The Bernardo Avenue alternative mentions two options: taking out a traffic lane or taking out on-street parking. Taking out a traffic lane would violate Sunnyvale's policy that when allocating street space, mobility uses are to be given priority over stationary uses. A traffic lane is to be used for traffic, not vehicle storage. This part of the Study should be corrected to reflect that city policy: using the Bernardo alternative would force the removal of street parking. There should be no mention of a lane closure. From what I have heard, the potential lane closure generates most of the public opposition to this alternative.

6. Why is there no mention of the Remington Court trail head possibility? There is, for some reason I do not know, a roomy parking lot on Remington Court, so that people could access the trail from their cars if need be without blocking any traffic for the residents on the court.

7. There has been a proposal for several years that Sunnyvale acquire the vacant unimproved appendix of land along the creek from Mountain View, because MV has no motivation to build an extension there, because as former councilmember Tom Means explained to me on the original four cities committee, nobody from Mountain View lives down there. It's all Sunnyvale. I do not know the current status of this proposal, but it might be worth mentioning in the final version of this Study.

Thank you very much for the nice job on the technical issues. If someone can give me a response to #3 in particular, I would appreciate it. Perhaps I can appear at one of the other public meetings; I had to leave the Sunnyvale one right at the beginning of the public testimony, because my daughter's chorus was performing at Homestead High School.

Regards,
Chris

Christopher R. Moylan

Comment #: 136 **Name:** Robina Vandersteen
Date: 5/25/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Creek Trail
Comment:

I am a forty plus years resident of Cupertino. We are very happy to have the trail completed from Steven's Creek Blvd through to Mclellan at last. Cupertino paid a lot of money to have the pedestrian bridge built over 280 and I will not support Sunnyvale's idea of having Cupertino build another bridge over 280 to facilitate the completion of Sunnyvale's portion of the trail. Mary Avenue is a wide road and has bike lanes already in place down both sides and leads directly to the existing pedestrian bridge over 280. Steven's Creek Blvd also has existing bike lanes and there is now an island and crosswalk with flashing lights to help those making a left turn into the Blue Pheasant parking lot and then onto the trail along the Creek.

I am sorry that Sunnyvale did not participate when Mtn View and Cupertino were planning their portions of the trail but that is your problem, please don't make it ours.

Sincerely Robina Vandersteen

Comment #: 137 **Name:** Esther Rosenfeld
Date: 5/25/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: No Subject
Comment:

Dear Sunnyvale City Council,

As a resident of the Serra Park neighborhood very close to Bernardo and Astoria, I urge you against the bike trail proposal regarding south Bernardo Avenue.

Bernardo is an essential two-way street in our neighborhood. Limiting its current usage in any way will have significant negative impact on our community.

Thank you,
Esther Rosenfeld & Shachar Hadar

Sent from my iPad

Comment #: 138 **Name:** Nancy Claunch
Date: 5/25/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject:
Comment:

o City Council Members and Study Group

Last Friday, 5/22/15 at approximately 4:00 PM there were two more accidents, on the eastbound and the westbound side of Fremont Ave between Bernardo and Belleville, causing backup from Wright Ave. to Fallen Leaf Lane. This is a dangerous area for car traffic, bicyclists, pedestrians and residents. Yet Sunnyvale City Council refuses to conduct a traffic analysis.
Stanford is currently projecting approximately 105 employees and 60 patients per hour in and out of 1195 W. Fremont Ave. (at Belleville Ave.)from 7:30 AM - 6:00 PM, Monday through Friday and on Saturdays 7:30 AM through noon. And to make matters worse, several options in the Stevens Creek Trail Feasibility Study have the bike riders crossing right in front of the driveway of this building!

I urge you to keep the Stevens Creek Trail off Fremont Avenue.
Use existing infrastructure; Knickerbocker to Bernardo to Remington to Mary Ave. to the $15 million dollar Don Burnett Bridge. Take advantage of the wide roads, bike paths and sidewalks already in existence and the Mary Street Space Allocation Project that will bring traffic-calming and bicycle enhancements to Mary Ave as part of a separate project.

Don’t make a dangerous situation worse!

Thank you,

Nancy Claunch

Comment #: 139 **Name:** Renee Levy
Date: 5/25/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments about this study
Comment:

To Whom It May Concern,

It is obvious to me after attending the meeting on May 21st at the Sunnyvale Community Center and many other meetings I've attended on this same subject, it is not feasible for the Stevens Creek Trail to be extended through neighborhoods in Sunnyvale. A trail is simply that and has open spaces through fields and is meant to be just that. Extending the "Stevens Creek Trail" onto city streets is ridiculous. Belleville has many homeowners who would not be able to park in front of their own houses or have guests park there and the same is true of Bedford. The situation at West Valley Elementary School on Belleville with kids being dropped off and heavy traffic that is there twice a day would be dangerous and traffic accidents would increase if the "trail" were down this city street. It is the only through street through this neighborhood between Fremont and Homestead.

It is very good that the Vice Mayor of Sunnyvale was at this meeting as the majority of Sunnyvale residents who spoke are opposed to extending the Stevens Creek Trail through our quiet neighborhood. We have no problem with people riding bikes or walking down the streets in our neighborhood, however having it designated as a public trail for anyone and everyone to use will increase our problems as far as traffic issues, parking issues, safety issues and is something none of the neighbors want.

I have lived in the neighborhood on Bedford Ct. off Belleville for over 30 years and as a realtor I am also concerned about how it might affect the value of our homes. There is nothing that could be done on our city streets that could resemble a " trail" so hopefully the city will stop spending money on these feasibility studies as it is not feasible to put the so called "trail" in our neighborhood.

Sincerely,

Renee Levy

Comment #: 140 **Name:** Cor Van Water
Date: 5/25/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek trail extension
Comment:

I completely support extending the Stevens Creek trail on off-road paths.

Cor van de Water

Comment #: 141 **Name:** Sara Darnley
Date: 5/25/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Bike Trail
Comment:

Please approve and build this bike trail for safety for the environment for the enjoyment and for the practicality.

Regards,
Sara Darnley

Comment #: 142 **Name:** Alan & Barbara Hubbard
Date: 5/26/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Alignment Mtn. View to Cupertino
Comment:

Esteemed Representatives

Barbara and I are avid bicyclists who use the Steven's Creek Trail several times a week and have used it since it opened. We also happen to live on Fallen Leaf Lane which is being considered as an option to connect the existing Mountain View and Cupertino segments of the Trail. We think that Fallen Leaf Lane is NOT the best alternative of those being considered for several reasons.

While using the Steven's Creek Trail over the past several years we have noticed a significant increase in the number of bicycle commuters who use the trail in the early morning and late afternoon hours. We believe these commuter bicyclists, who are becoming an ever increasing portion of the trail users, would best be served using existing infrastructure such as the Mary Avenue alignment to the new I-280 pedestrian/bicycle bridge, the Bernardo alignment to Homestead's new bike lanes, or the 2008 Los Altos Steven's Creek Trail recommended alignment that used Fremont Avenue and Grant Road to connect to the Foothill underpass.

If it is decided that the Fallen Leaf Lane alignment proves to be the best alternative being considered, we prefer an alternative that minimizes the impact on the property owners on Fallen Leaf Lane. Specifically, we would prefer an alternative that does not expand the current 42 foot width of the street. To take 9 feet from the current front yards on each side of the street would dramatically change the look and feel of the current neighborhood. Instead we would suggest the following alternatives in order of preference:

1. No parking along one side of the street to allow for marked bike lanes on each side of the street which maintains the existing street width, or
2. A class 1 Bike Path – side Path without parking on one side of the street. This would require the 2-way shared use path (12') plus a narrow landscaping strip (3 ') plus 1 parking strip (7') plus 2 travel lanes (22') for a total of 44 feet. This alternative would result in existing property owners losing only 1 foot along each side of the street.

Please do not select an alternative for the Steven's Creek Trail alignment that totally changes the look and feel of Fallen Leaf Lane. We don't want our quiet, tree-lined street to become a Foothill or Central Expressway for bicycle commuters.

Alan & Barbara Hubbard

Comment #: 143 **Name:** Johnny Au
Date: 5/26/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extension of Stevens Creek Trail
Comment:

I support connecting Stevens Creek Trail by whatever alignment you choose. Thank you.

- Johnn

Comment #: 144 **Name:** Brian Totty
Date: 5/26/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback to Stevens Creek Trail Four Cities Joint Feasibility Study by Frequent Bicycle User
Comment:

> The Stevens Creek Trail Four Cities Joint Feasibility Study is available for public review
> and comment. If you wish to have your comments included in the report and considered by the
> CWG and the JCWT, they must be submitted in writing no later than 5:00 P.M. on June 10, 2015.
> Please note: This is a technical feasibility report and as such no preferred alignment is
> suggested. Comments are welcome and can be emailed to SCTfeasibilitystudy@sunnyvale.ca.gov
> or mailed to the address below. If you wish to have your comments included in the report
> and considered by the CWG and the JCWT, they must be submitted in writing no later than
> 5:00 P.M. on June 10, 2015.

I am a Los Altos resident, and make substantial use of the Stevens Creek Trail system for bicycle commuting, and for family recreation. I use the trail system as it currently stands at least 3 times a week.

As a relatively frequent user of the Stevens Creek trail system, I would like to offer some user feedback for consideration by the planning teams

(1) Access to Stevens Creek Blvd/Homestead Road: Businesses and Medical Services --- Access to Stevens Creek Blvd and Homestead Road is important to provide access to the many commercial and medical services as well as major employers that are located on or near these major arteries. I bicycle commute to these areas monthly and the roads can be quite treacherous. I have nearly been the victim of 2 collisions by aggressive and careless drivers in these areas. Providing a trail system that offers both recreation, as well as safer practical bicycle commuting to common commercial destinations is critical to me.

(2) Safer Bicycle Commuting on Foothill Blvd --- I bicycle Foothill Blvd south toward Stevens Canyon Road weekly. The road segment between Arboretum Drive and Cristo Rey Drive is particularly dangerous. It involves a major intersection near the Foothill Crossing shopping center, followed by a fairly steep hill that slows bicycle speeds with collocated I-280 automotive on and off ramps. Only experienced cyclists can safely take this route. It's especially not viable for families or children. Unfortunately, this route is the best way to access the treasures of the Stevens Creek Park, Reservoir, and some of the best bicycle touring of our area (Cupertino hills, Mt. Eden Road & Pierce Road, Saratoga, and paths to Skyline, Los Gatos and beyond). Even if Foothill Blvd is not a dominant alignment of the Stevens Creek Trail trail extension, I think it's important to devise a safer, more viable connector bikeway along Foothill Blvd from Homestead Road to Stevens Creek Blvd.

4) Cupertino McClellan Ranch-Blackbery Farm Trail --- I'm not certain this trail section is currently open (it appeared to be closed when I tried to access it a while back). Would be great to have clear signage on the trailheads near Blackberry Farm and McClellan Ranch.

(5) Separated Grade Crossings --- The magic of bike trails (and family bicycle safety) diminishes greatly when you need to wait for crossing signals to cross same-grade intersections. I think it's very important to find ways of limiting the number of times the Stevens Creek Trail would cross existing roadways at the same grade, requiring traffic control, especially if the road is busy.

Thank you for your leadership of the Stevens Creek Trail. This is a precious asset of this area, and I eagerly await its expansion and improvements.

Please let me know if I can help clarify my feedback, or assist the effort in some other way.

--- Brian Totty, Los Altos

Comment #: 145 **Name:** Elizabeth & Robert Lennie
Date: 5/26/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please support the completion of Steven Creek Trail through Sunnyvale
Comment:

To whom it may concern,
Please support the completion of Stevens Creek Trail through Sunnyvale! I have long wondered why Mountain View has done such a wonderful job on developing this trail, while my own city of Sunnyvale has done nothing! I love to ride my bike, but it can be scary, especially with children, to ride around on the busy streets of Sunnyvale. In addition, adding a trail will cut down on congestion, bike commuters have a new route to get to work. We spend so much on roads, why not encourage people to be healthier by riding bikes and reduce traffic by encouraging people to commute on a trail.

Please support this trail!

Thank you,

Elizabeth & Robert Lennie

Comment #: 146 **Name:** Brent Gregory
Date: 5/26/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: My Preference for the Stevens Creek Trial Extension
Comment:

Hi,

I strongly support connecting the Stevens Creek Trail through Sunnyvale, Los Altos and Cupertino. I prefer a trail alignment that is as close to the creek as possible, and away from busy streets.

Of the alignment options depicted in the Four Cities Coordinated Stevens Creek Trail Feasibility Study, page 49, I prefer the Belleville Way Option connecting to a new I-280 Overcrossing connecting to the Phar Lap Option.

I live in Cupertino which is close to the intersection of Phar Lap and Stevens Creek Blvd. I regularly use the new Stevens Creek Trail from Stevens Creek Blvd to McClellan Ranch.

Brent Gregory

Comment #: 147 **Name:** Greg Coombe
Date: 5/26/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extension
Comment:

Hi,
I saw the plans up on the website, but I wasn't able to come to the meeting. I used to rude the trail to work, but since changing jobs I just ride/run for pleasure.
The trail is ridiculously popular, and used at all times of day by all sorts of people. So I was surprised to hear that so many people oppose the extension. The idea that sending people out into city streets us equivalent to a trail is just flat wrong. My 4-year old daughter is just learning to ride her bike, and there is no way I'd let her ride on the streets. But the task provides a protected and special place for her to gain confidence.
I hope that you give consideration to the benefits that a real talk provides over a bike lane.
Sincerely,
Greg Coombe

Comment #: 148 **Name:** Samantha Edgington
Date: 5/26/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: I support connecting Stevens Creek trail
Comment:

To whom it may concern:

I support connecting Stevens creek trail by whichever alignment is deemed most appropriate. The trail was a major factor in our decision to purchase a home in the Waverley Park neighborhood. Connecting the trail would be a great improvement to quality of life in all the neighborhoods along the trail.

Thank you,

Samantha Edgington
Resident of Mountain View

Comment #: 149 **Name:** Bill Gough
Date: 5/26/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Stevens Creek Trail Extension
Comment:

Dear City Council:

I'm writing to voice my support for extending the Stevens Creek Trail through Sunnyvale, Los Altos and Cupertino. I use the SCT several times a week along with other fellow runners and find tremendous value not only in the beautiful surroundings but also the enhanced safety. Without this trail, runners like myself would be forced into crowded roads. Drivers in the Bay Area do not need any further distractions and runners certainly do not want to put their lives at risk while going for their daily run.

Please consider the numerous tangible and intangible benefits that the Stevens Creek Trail provides to our community and vote in favor of extending the trail.

Thank you for your support.

Best Regards,

Bill Gough

Comment #: 150 **Name:** Barbara B Kamm
Date: 5/26/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Do not bring the Stevens Creek Trail down our neighborhood streets
Comment:

As a taxpayer and resident of Los Altos, I ask you to show fiscal responsibility by not spending tens of millions of taxpayer dollars to bring a formal extension of the Steven's Creek bike trail down our neighborhood streets. There are existing bike routes, such as Mary St, that will serve just as well and cost substantially less to develop.

The myth that a trail down a street like Fallen Leaf Lane will provide cyclists with a better experience because it's closer to the creek is just that--a myth. The creek cannot be seen or heard from Fallen Leaf Lane, any more than it can be seen or heard from any other street in town. And cycling down that street is nothing like a ride down a country trail! Cyclists will have to keep their eyes peeled on the 100+ driveways and many side streets that enter Fallen Leaf Lane over it's 1.1 mile length. Is it worth the potential liability to homeowners and the city? No.

Please listen to the many homeowners who have been trying to voice their objections to this misguided and expensive project. Use existing infrastructure, stay off our neighborhood streets, and keep the expenditure of taxpayer dollars to a bare minimum.

Barbara B. Kamm

Comment #: 151 **Name:** Mary Hollendoner
Date: 5/26/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for extending Stevens Creek trail
Comment:

I've heard that we could extend Stevens Creek trail into Sunnyvale, Los Altos, and beyond. This would be an incredible opportunity to increase bike commuting, and general walk/bike/exercise for our towns. I am STRONGLY in favor!

I live in mountain view and have commuted by bike on the Stevens Creek trail almost every day for over 4 years. Before that I lived in Palo alto and bike commuted for 3 years on roads with bike lanes - the difference in safety, comfort, & enjoyment is enormous! Having an entirely separate, dedicated, non-car, trail is a huge improvement for quality of life for residents. It opens up so many opportunities for people who would otherwise never venture out on a bike due to safety concerns, instead commuting in their car, or exercising inside of a gym.

Every day on the Stevens Creek trail on my bike commute to work I see: kids biking to school, people commuting to work, parents jogging with babies in strollers, people walking their dogs, groups of older adults walking, and other residents simply enjoying being outside - this would not happen on a bike lane on a road!! Just this weekend we decided to see if my 4-year-old could bike all the way to castro street on her own bike with us - we would never have done that without the trail (she made it, by the way :0)

Please prioritize extending the trail and improving everyone's quality of life. If you don't believe in its use, then just go to the Stevens Creek trail any day for an hour and see the huge quantity and diversity of people currently using it!

Thank you,
Mary.

Comment #: 152 **Name:** Doug Pearson
Date: 5/26/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail route
Comment:

I have walked the Stevens Creek Trail in Mountain View and even gone beyond the southern end on Mountain View city streets into some of the Sunnyvale city streets. I would like very much for the trail to be extended to connect with the portion of the trail already in place in Cupertino and continue up the canyon to Skyline Blvd where it would connect with the existing Skyline to the Sea and other trails.

None of this will be easy and the effort now underway properly considers only the portion between the existing Mountain View and Cupertino trail segments. It appears to me that city streets are the only choice for nearly all of that distance. Furthermore, I see no way to cross 85 and 280 except by pedestrian over- or underpass—perhaps using existing roadways at Fremont Ave or Homestead Rd and at Foothill Blvd. (The existing pedestrian bridge next to Homestead High School is unfortunately on the wrong side of 85; using it would mean crossing 85 at Stevens Creek Blvd.)

I hope Sunnyvale and Los Altos can find a way to define a trail route through their respective cities.

--
Doug

Comment #: 153 **Name:** Phil Ly
Date: 5/26/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek trail extension
Comment:

Dear SCT feasibility team members,

As a 5 year resident in Old Mountain View, living a block from the Dana St trailhead, I strongly support extending the trail south through Sunnyvale, Los Altos and Cupertino for several reasons.

Health/Community: Having a trail near my house has been a godsend in improving the health of my family. There is a safe place for my son to learn how to ride his bike without fear of auto traffic. The shade is amazing on the trail so it's our go-to place to go for a jog on a hot day. Also, this has been a great way for us to get to know our neighbors as there are more ad hoc social activities when people are on-foot.

Commute: I work in North Bayshore so I've been using the Stevens Creek Trail for over a year, putting my car completely off the road for 99% of the year. I'm considering selling my car altogether. I imagine that other residents would find the same amazing convenience if there was a good trail path for their use. I used to work in Cupertino and had to take the convoluted path from Mountain View which entailed taking Bernardo, Fremont, Mary and Steven Creek Blvd. I rarely did that commute as riding on Mary and Stevens Creek were very dangerous. In my 5 years of riding in Mountain View, I've been hit twice on my bike and both times were on the street where bike lanes were an afterthought. I've never had an issue on the trail. Traffic is only going to make this worse in the long term.

Obviously I'm not a Sunnyvale, Cupertino or Los Altos resident so I don't know how much influence I would have on your committee. I just wanted to convey the positive traits of having a trail in your neighborhoods and hope to have a safe and direct path to nearby communities.

I can imagine that the most vocal people against the extension would be the owners of property that might be displaced. I definitely think their voices need to be heard but please weigh those fairly against the many that would directly benefit from the trail extension who might not be aware of this study at all.

Thanks!

Phil Ly

Comment #: 154 **Name:** Kris Rausch

Date: 5/26/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

I am an 11 year resident of Sunnyvale and I wholeheartedly support the extension of the Stevens Creek Trail to connect the current trail through Sunnyvale, Los Altos and Cupertino. Our family of 5 use the current trail often and would anticipate more use if the trail would extend closer to our home on Logan Ct in Sunnyvale.

With the growing population of the Bay Area and specifically the growth anticipated for Sunnyvale, Mountain View, Cupertino and Los Altos, we need more parks and open spaces. Creating more access to open space and parks should be a priority for our cities and the trail is a responsible use of our taxpayer dollars to meet this need. Land for new parks is limited but a new linear park like the Stevens Creek Trail is achievable as shown in the studies. The Trail not only acts as a linear park but it connects other parks along the way – making it easier for residents to access these parks. So the leverage of the trail in creating usable park space goes far beyond the land for the trail itself as it connects more parks. If some city owned land needs to be re-purposed to create this park then this should be done and again, is a responsible use of city assets.

On selecting a route. As users of the existing trail when we had smaller children, we liked the fact that the trail had few areas where cars were encountered and those were well signed. We had no problem with the Moffett crossing prior to the bridge (although it's certainly nicer with the new bridge). If the extension requires 2 or 3 road crossings that are signed and controlled like the Moffett crossing was then this is fine. What you don't want are long stretches where you have potential car and trail user interaction such as bike lanes or a trail with multiple driveway or side street crossings.

North of Homestead road, I support either the proposed Creek Corridor to Bernardo routing or the Fallen Leaf Routing if the Fallen Leaf routing can be done down the middle of the road and isolated from driveways. South of Homestead, no fully separated trail options are provided but a connector is highly desirable to the existing open spaces south of Stevens Creek Blvd. This being the case, the feasible option is the 280 bridge to the low traffic streets. A better option would be if the existing dry tunnel 280 under crossing could be utilized and hopefully this can be explored.

In summary:

1. Let's build the trail – it's a responsible use of taxpayer money to create access to open spaces for all residents to use.

2. It should be a trail north of Homestead. South of Homestead the low traffic streets are the best option to connect to the existing parks south of Stevens Creek Blvd.

Thank you,

Kris Rausch

Comment #: 155 **Name:** Bruce Campbell
Date: 5/26/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail MUST go on
Comment:

To Whom It May Concern:

There is no comparison between a trail like the Stevens Creek Trail and a bike lane on a city road. Let's be reasonable and practical.

Rare is the situation when we can enjoy the spoils of a natural environment like Stevens Creek runoffs from the center of the Silicon Valley all the way to the Bay in this crazy concrete tech world of hustle, bustle, and traffic we all live in. The ability to escape that for a few hours now and then for a bike ride without cars, for a jog without excessive traffic distractions and stops, or a stroll with loved ones or a friend to talk, or simply enjoy the scenery cannot in any reasonable way be compared to a bike lane on busy city streets.

Not that bicycle lanes aren't worthy and appreciated. I'm glad they are there and I appreciate the time and cost and consideration necessary to maintain them and the utility they provide. But we are talking an apples to oranges discussion when comparing the two regarding budgetary decisions and they cannot be compared in any meaningful way without turning to the absurd.

The existing investment in the Stevens Creek Trail already is enough to warrant it's extension and completion! Thousands of people use it and love it. When relatives or friends from out of town visit, it's one of the first places we take them for a ride or walk to show off the neighborhood and the baylands and to demonstrate that we live in something much more diverse than a bunch of flatland cities and townships pushed up next to each other. The safety and thoughtfulness of the trail that eliminates potential traffic accidents alone is a tremendous asset and has proven to also help with property values, not to mention the reduction of our carbon footprint in the valley as I know many people who use it to commute to work in googleland. The same level of enjoyment and safety cannot provided in alternative avenues on city roads that traverse the Shoreline and Rengstorff bridges. And in many cases, there aren't even city street options available where the trail goes.

Please continue to support the development of this tremendous value in my community. I support this trail 100% and always will.

Sincerely,

Bruce W. Campbell

Comment #: 156 **Name:** Takeshi Kaneko
Date: 5/26/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: A vote of support for the completion of the trail
Comment:

It is depressing that there are not more dedicated bike trails and lanes throughout the Bay Area. Traveling to such places as Denmark and the Netherlands informs one of what is possible.

It is even more disheartening that a safer place for our kids to ride their bikes is not a priority for our cities and neighborhoods.

Best,
/Takeshi Kaneko
Sunnyvale

Comment #: 157 **Name:** Simon Lee
Date: 5/26/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments on Stevens Creek Trail
Comment:

The vision of building a trail from Cupertino to San Francisco Bay was more than 40 years ago. There were no Silicon Valley at that time. Most of the land adjacent to the creek were open space. After 40 years, the landscape has changed significantly. Stevens Creek flew through highly populated residential area nowadays. The outdated vision needs to be abandoned.

Moreover, it costs a lot of taxpayer's money to build another I-280 overcrossing given that Cupertino just spent 15 million dollars to build a Mary Avenue overcrossing several years ago. The cost of building another one will be even higher today.

Simon Lee

Comment #: 158 **Name:** William Symons
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please support Stevens Creek Trail alignments not road alignments
Comment:

I am disappointed to hear there is resistance to the feasibility studies of Stevens Creek Trail. We are current homeowners in Mountain View but currently living in Ohio for work. We closely watch the trail development because we often visit and enjoy the trail. Recently for a work visit I purposely stayed at a hotel right along the trail and ran and rode it nearly every day. I even commuted to work on it during the business trip. My friends and family love the trail and plan to move back soon. I often see people I know on the trail when I'm there.

There are so many wonderful trail systems here in Ohio that We are very surprised there is less resistance for trails (and the wonderful benefits they offer)in the Midwest than in California. How can that be? California has much higher trail usage though, and in such a Healthy environmentally aware community as the Bay Area, and the trail's stellar success thus far, We are sad and disappointed there is such opposition to this wonderful multi use trail's development. That's exactly what it needs to be, is a trail and not a bike lane in a road. My kids will not enjoy that. As a dad, runner, biker and alternative commuter, I will not enjoy that. It will ruin the trail as it is.

Regards,
William Symons

Comment #: 159 **Name:** Robin Lee
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I would like to express my strong support for extending the Stevens Creek Trail through Sunnyvale, Los Altos, and Cupertino. This trail is a fantastic benefit to all of us living in this area. I live next to the trail in Mountain View. I have never experienced any problems with people using the trail, and I think fears of negative consequences of the trail are overblown. Once established, this trail will be available to generations of residents and will become one of the things people mention when they describe things that contribute to their quality of life.

Robin Lee

Comment #: 160 **Name:** Pat Boomer
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: In Support of Stevens Creek Trail Extension
Comment:

Please know that I strongly support the extension of the Stevens Creek Trail. Being able to walk and bike off roads is much safer and more pleasant for the many who use this trail - both now and in future. It is sad that people are so averse to change, yet supporting bicyclists and pedestrians (instead of just cars) is clearly the wave of the future. I hope you will be able to see past the NIMBY (and vociferous) comments of the few, and allow the benefits to many to rule your judgment on this matter. Trails are important, and the people who use them deserve your support.

Pat Boomer
Mountain View, CA

Comment #: 161 **Name:** Phil Lovalenti
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: In Support of Stevens Creek Trail Extension
Comment:

I and many of my friends and neighbors are avid bike commuters and will benefit greatly in terms of safety, convenience and health, as well as reducing carbon emissions and traffic congestion should the extension be made possible.
Please make this much needed improvement for our community happen.

Sincerely,
Phillip Lovalenti
Mountain View, CA

Comment #: 162 **Name:** Tim Taylor and Family
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please keep Stevens Creek trail off the streets
Comment:

Hello,

My whole family has been using the Stevens Creek trail for years, providing hundreds of hours of safe family recreation. We have been patiently waiting for the trail to be extended and are excited about the prospect of it finally being done.

One of the best features of the trail is that it does not involve us or our kids biking on the streets or bike lanes. Please do not approve any such approach. It would be inconsistent with the rest of the trail.

Tim Taylor and family

Comment #: 163 **Name:** Sunila Piplani
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Please note that I will like to see the beautiful Stevens Creek Trail go through every town to the reservoir so that we can enjoy the nature from the Bay Trail to the Ridge Trail,

Please consider the advantages of having a trail in Sunnyvale so that everyone can enjoy the nature and get some fresh/unpolluted air.

Thanks in advance!

Sunila Piplani

Comment #: 164 **Name:** William Webb
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Yes Please Extend Stevens Creek Trail
Comment:

To Whom It May Concern,

I am strongly in favor of extending the Stevens Creek Trail to the Ridge Trail. In my opinion, the best alignment option uses the creek corridor path to Belleville Way or Fallen Leaf Lane to an I280 overcrossing.

Sincerely,

William Webb

Comment #: 165 **Name:** Mary Taylor
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: About varoius Bike pth Proposals
Comment:

To those concerned -

I wanted to express my wishes that the trail extension be completed in a form consistent with the existing trail.

After reading the Citizens for Responsible Trails literature it would seem that no new trail not using city streets would be acceptable to them. It is definitely a response of "I like things just as they are" point of view, and "do not put it in my backyard". Compromise seems to be completely missing. I have spoken with those in the group and they cloak their arguments under the guise of fiscal responsibility and low impact. Most of them have never enjoyed biking with their families on our wonderful, safe, of street trails!

I hope to attend the June 1st meeting, but know I will be out of town for the June 8th meeting. Because there is a vocal group that does not necessarily reflect the wishes of so many others from diverse areas, I hope you consider this letter too. We need to have multiple numbers of ways to travel and get to various destinations. The world is changing. Just saying "No!" is really not an option. Mary Taylor

Comment #: 166 **Name:** Michelle Bonfilio
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: No Subject
Comment:

To whom it may concern,
I am very much in favor for the expansion of the Steven's Creek Trail. My kids use it every day to get to school. Before the trail was expanded to the south side of El Camino we had to drive to school. With the expansion of the trail and the new bridge over 85 there has been a lot less stress in our lives getting to school on time as well as more independence for my children and not to mention more exercise for all of us. If the trail is expanded into Cupertino more kids will have a safer way to get to school as well as a longer trail to enjoy on the weekends and more people commuting to work on bikes. The expansion of the trail It will get more pedestrians and bikers off the crowded and unsafe streets.

Sincerely,
Michelle Bonfilio

Comment #: 167 **Name:** Rezom Rezom
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Support for Stevens Creek Trail
Comment:

Hi! I am emailing to express my strong support for continuation of Stevens Creek Trail and increased spending on biking and walking trails in general. As our population in the bay area continues its rapid growth, the streets have become increasingly congested creating more delays and more dangers for pedestrians and bike riders. Establishing a good trail network for walkers and bikers is one of the few effective means to improve safety and encourage more people to use alternative transportation.

It's kind of ironic but the increased congestion encourages further congestion by making the streets increasingly dangerous. Please support a healthy trail network!

Comment #: 168 **Name:** Vivek Joshi
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: I support the trails
Comment:

Please note that I support the trails! It makes no sense to spend millions on roads yet not give people the option to have bicycle lanes when we should be encouraging people to use means that improve the environment, health and the community. Please make the trails a reality!

Regards,
Vivek Joshi

Comment #: 169 **Name:** Paul & Sachiko Berry
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Extending the trail
Comment:

Friends—

A few months ago my wife and I moved to a new condominium development close to the Stevens Creek Trail in Mountain View. We consider the trail a huge community asset. Our nearness to the trail was and remains one of the many attractions of our new location.

We are baffled that some of you seem reluctant to have a similar advantage. It is beautiful, useful, healthful, and safe. And immensely better than walking or riding in the streets.

Paul & Sachiko Berry

Comment #: 170 **Name:** Roshan
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail extension at risk!
Comment:

Hi City of Sunnyvale,
We want the development and the through connection of the Stevens creek trail. This will keep the younger generation healthy in walking ,biking, running, learning the environment, making new community friends which needs for natures social animals called the humans.
This will give a safe passage without unwanted traffic to users rather than running /walking on the public roads.
This will be a short cut for people not to use vehicles to go to work, to many down towns, to get closer to public transport and also to walk to grocery shopping.
Roshan

Dear Stevens Creek Trail supporters,

We urgently need your help right now!

A major campaign has been launched against extending the trail through Sunnyvale, Los Altos, and Cupertino by Citizens for Responsible Trails. Don't let them fool you. They think bike lanes on busy streets such as Mary Ave are good enough. They are against spending millions on trails for local bicycles and pedestrians even though we spend BILLIONS on roads for cars. Many are afraid of change and of bicyclists and pedestrians. Fear, uncertainty, and doubt blind them to the many benefits that safe and attractive local trails bring to our community, including increased property values, reduced traffic, less pollution, safer routes to schools, and better access to parks. Trails most benefit the nearest neighbors and they should be fighting to have a trail close to them instead of pushing young and old alike onto busy streets.

Unfortunately, trail opponents greatly outnumbered supporters at the first public meeting held on Thursday, May 21 in Sunnyvale. Unless many more supporters show up at the next two public meetings and/or send supportive emails, completing the Stevens Creek Trail may not happen.

If you believe in a safe and beautiful Stevens Creek Trail from the Bay Trail to the Ridge Trail, please send an email in favor and consider speaking at one of the 2 remaining meetings. With your help we can convince naysayers and City Councils that extending the trail is a valuable investment in our community that will pay dividends for generations.

Send emails to SCTfeasibilitystudy@sunnyvale.ca.gov and copy us at info@stevenscreektrail.org.
Attend one of the 2 remaining public input meetings, open to everyone from any city:

Monday June 1, 6:30-9:30pm at Community Hall, 10350 Torre Avenue, Cupertino Monday June 8, 6:30-9:30pm at Senior Center, 266 Escuela Avenue, Mountain View

All meetings have the same format - public speaking is limited to 2 minutes per person. If you can, please bring family and friends. Having kids speak and/or write emails can be particularly effective.

We will have 2 speaker prep meetings to help you prepare and answer questions:

Sunday May 31, 4-6pm at 795 Allison Way, Sunnyvale Sunday June 7, 4-6pm at 795 Allison Way, Sunnyvale

If you plan to attend any meetings or just want FOSCT to know your trail alignment preference, please RSVP at:
http://stevenscreektrail.us5.list-manage1.com/track/click?u=9f44f10f454414cf7d50cee29&id=0ccaf6b59e&e=3cd0350c63
(one form submission per person)

For a wealth of information about what is happening, please see:
1) The Stevens Creek Trail Feasibility Study at http://stevenscreektrail.us5.list-manage.com/track/click?u=9f44f10f454414cf7d50cee29&id=f563a8b596&e=3cd0350c63.
2) The special website we've created at http://stevenscreektrail.us5.list-manage1.com/track/click?u=9f44f10f454414cf7d50cee29&id=971b31ef5a&e=3cd0350c63 with speaking points and frequently asked questions.

Completing the Stevens Creek Trail is clearly feasible - the study has shown that. Overcoming opposition and choosing a beautiful route is the next step. We urgently request that you make your support known for completing the Stevens Creek Trail in a safe and attractive manner. Thanks!

Best regards,

Aaron Grossman, Executive Director
Friends of Stevens Creek Trail (FOSCT)

Comment #: 171 **Name:** Andrew Trick

Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Support for the Sunnyvale Stevens Creek Trail

Comment:

As a Sunnyvale resident I would like to voice my strong support for the completion of the Stevens Creek Trail through Sunnyvale. I have lived in Sunnyvale and Cupertino for 15 years and raised two children here. As a bicycle commuter, I appreciate bike lanes on roadways, however, my children are too young to join me on the busy streets. The importance of connected trails and park access to pedestrians and cyclists cannot be overstated. Trails must be connected to be accessed and enjoyed. This makes the difference between being able to enjoy the valley that we live in and connect with other residents versus isolating ourselves insides our houses and cars. I believe the safety of the community largely rests on how often our residents can get outside their houses and cars to experience their surroundings and meet each other face to face. I believe that the cost of the trail is minor compared to the health, safety, and quality of life benefits that it will bring.

Andrew Trick

Comment #: 172 **Name:** Sonali Silva

Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Stevens Creek Trail extension at risk!

Comment:

Officers of All bay area cities concern Stevens creek Trail
We want the Stevens creek trail developed. People will like to use a safe passage to healthy in walking ,biking, running.

This will be a short cut for people not to use vehicles to go to work, walk to grocery shopping.

Thank You
Devika Sonali Silva M.A.Ed.,
Sunnyvale, CA

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A major campaign has been launched against extending the trail through Sunnyvale, Los Altos, and Cupertino by Citizens for Responsible Trails. Don't let them fool you. They think bike lanes on busy streets such as Mary Ave are good enough. They are against spending millions on trails for local bicycles and pedestrians even though we spend BILLIONS on roads for cars. Many are afraid of change and of bicyclists and pedestrians. Fear, uncertainty, and doubt blind them to the many benefits that safe and attractive local trails bring to our community, including increased property values, reduced traffic, less pollution, safer routes to schools, and better access to parks. Trails most benefit the nearest neighbors and they should be fighting to have a trail close to them instead of pushing young and old alike onto busy streets.

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1) The Stevens Creek Trail Feasibility Study at http://stevenscreektrail.us5.list-manage.com/track/click?u=9f44f10f454414cf7d50cee29&id=f563a8b596&e=3cd0350c63.
2) The special website we've created at http://stevenscreektrail.us5.list-manage1.com/track/click?u=9f44f10f454414cf7d50cee29&id=971b31ef5a&e=3cd0350c63 with speaking points and frequently asked questions.

Completing the Stevens Creek Trail is clearly feasible - the study has shown that. Overcoming opposition and choosing a beautiful route is the next step. We urgently request that you make your support known for completing the Stevens Creek Trail in a safe and attractive manner. Thanks!

Best regards,

Aaron Grossman, Executive Director
Friends of Stevens Creek Trail (FOSCT)

Comment #: 173 **Name:** Joe Grimm
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extension = Please Approve
Comment:

Hello SCT Study Group,

I live in the Cuernavaca neighborhood of Mountain View (zip code 94040-3537) and ride the SCT regularly (including this morning).

It's amazing how the SCT has invigorated the surrounding neighborhoods, with users of all ages and types, including but not limited to:
People biking to work
Students (sometimes with parents) biking / walking to school
Dog walkers
Roller skaters / bladers
Joggers
Moms and Dads pushing baby buggies
Just casual walkers
Etc....

The SCT has helped to take cars off of our too-busy streets, reduced pollution, makes the community much healthier, and increases property values.

It would be FANTASTIC if the SCT could be extended southward to Cupertino.

I personally would ride the extended SCT to Cupertino to shop and hike, or just to ride there and back for the fun and exercise.

The residents of Cupertino, Sunnyvale, Mountain View, plus other bordering cities would all greatly benefit from the extension of the SCT.

Please approve the extension.

Thank you.

Sincerely,
Bernard (Joe) Grimm
Mountain View

Comment #: 174 **Name:** Ed Tecot
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

As a Sunnyvale property owner and taxpayer, I want to voice my support for extending the Stevens Creek Trail through Sunnyvale and Los Altos.

Trails enhance the quality of life and reduce motor vehicle traffic on city streets. This has a positive impact on property values.

Thanks,
Ed Tecot

Comment #: 175 **Name:** Henry Pastorelli
Date: 5/27/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Feasitbility study -- support in favor of extension
Comment:

Greetings,

I regularly use the SCT trail for commuting from home to work. I have used the SCT since 2005 and also use it on weekends to ride to downtown Mountain View for meals and errands. I would like to see it extended on a route that is off street and aligned with the creek as much as possible. The proposed alignment on the open space right away to Fremont avenue would benefit Los Altos and Sunnyvale tremendously, especially children riding to school. I do not consider running bike lanes on Mary Ave. an appropriate option.

If you spend time on the trail you come to realize how much it is used and what a great benefit it is to the silicon valley lifestyle. Being able to bike on a trail or roadway separated from traffic is one of the primary reasons I enjoy living here.

It is unfortunate that a wealthy neighborhood coalition is determined to kill this project which will benefit the community at large. This is typical of any type of change for the greater good in our small, exclusive, closed minded neighborhoods.

Thanks for your consideration,

Henry Pastorelli

Comment #: 176 **Name:** Michel Adar
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extension of Stevens Creek Trail
Comment:

I bike a few times a week from Campbell to Mountain view. Unfortunately only the last 20 minutes is on the current trail and an hour is on streets.

There are so many people using the current trail that it is a wonderful community resource in which we escape the cars and in a little bit of nature we have bikers, joggers, parents with their babies, dog walkers, etc. Any city should be proud of having such a trail going through it.

Michel

Comment #: 177 **Name:** Cecilia Colombetti
Date: 5/27/2015 **Jurisdiction:** Sunnyvale/Mtn. View **Supplemental Document:** No
Subject: Super excited about the Stevens Creek Trail extension!
Comment:

We live on the Sunnyvale/Mountain View border, my kids attend schools locally and we regularly bike ride as a family on weekends as well. I'm so excited to see the plans developing for the long awaited SCT extension! It will make our family rides much safer and make it more likely that we'll go on bikes instead of driving places. Currently, I'm nervous not only for myself but especially when considering whether to ride with my sons on several of the roads in Sunnyvale/Cupertino. It would feel so much safer when the trail is in place.

I understand that there will be community reviews on this soon and wanted to express my wholehearted support for the trail. Please move this agenda forward and make cycling in and around Sunnyvale much safer!
Thanks,
Cecilia

Comment #: 178 **Name:** Peter Epstein
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

I've lived in the Bay Area for decades, and many things have changed over that time. One of them is traffic. In the last couple years I've discovered that bicycling is a viable alternative for most Bay Area commutes. With all that traffic, bicycling is no long that much slower than driving. And yet nearly everyone drives, even during the summer. Why is that? The most obvious reason is fear.

It is vital to our community that we create safe bicycle commuting routes, including a combination of bike lanes on low volume streets, bike boulevards, and bike paths. They need to form a network, just as our existing roads and highways do for cars, so bicycles are a viable alternative for the majority of commuters, letting you get from home to work safely and efficiently.

Stevens Creek Trail is a major bicycle commuting route, and a key piece of that network. It provides good access to Google and Linked In, reducing traffic congestion and pollution in the area. Extending the trail makes sense. Please don't let the opposition to your plans dissuade you. This extension is too important for the future of the Bay Area.
-
Peter Epstein

Comment #: 179 **Name:** Jody Schneider
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extend Stevens Creek Trail
Comment:

Hi-

I live near Ortega Park, work near the Sunnyvale Smart Station, and commute by bike. The best route by far is the Stevens Creek Trail from Heatherstone to the Bay Trail, then over to the Smart Station. The SCT is beautiful, safe, and well-used and loved by many: bikers, runners, rollerbladers, hikers, dog-walkers, school-age kids, old folks, young folks. And it would be even better if it extended farther south!

The SCT is a great benefit to a lot of people, encouraging and providing a safe haven for commuting to work and school by bike or foot, exercising, and just relaxing. As an avid biker, I can tell you, even a dedicated bike lane on a big, busy street is terrifying. Maximize our time near the creek and off the busy streets. Extend the SCT!

Jody Schneider

Comment #: 180 **Name:** Steve Murray
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Steven's Creel trail a major benefit to the community
Comment:

To Whom it may Concern,

I am writing you a brief email to voice my support for the extension of the Steven's creek trail through Sunnyvale and beyond.

As a resident of Mountain View since 1989, I have witnessed the successful establishment of Shoreline Park and the continued growth of the Steven's creek trail. I applaud the foresight of our community and civic leaders in making the decision to provide this tremendous asset to our community.

I frequently use the trail for recreational purposes, but also observe the large number of people that rely on the trail for commuting to and from work and school. The trail provides the community with a safe and efficient means of transportation, and the number of users would only increase with expansion of access to a larger portion of our peninsula population.

As our peninsula cities inevitably become more dense, traffic will continue to increase and the commute time tradeoff between driving vs. biking and walking will make non automobile commutes and trail use more and more attractive. Getting more people out of their cars has a side benefit to the environment and the health of our citizens. The Steven's Creek Trail will also offer our citizens a welcome escape from the traffic gridlock and urban environment that will more and more become a reality.

Please don't stop what has already proven to be a wild success in Mountain view. Please use the same foresight and bold decision making already done in Mountain View to continue building and enhancing this important community asset!

Best Regards,

Steve Murray

Comment #: 181 **Name:** Angela Huang
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Sunnyvale SCT Public input meeting commnet on 5/21/15
Comment:

Dear Sunnyvale City Council and SCT CWG committee members,

I attended the SCT Sunnyvale public meeting on 5/21/15, and presented my input to its study report. We were told to submit our statement to you for official record. It was nice to see Council woman Tara on the panel. Council members Hendricks and David Whittum sat in the audience.

· For a few people's luxury to create a linear trail, in disregard of the traffic, safety and cost. We, the neighborhood and school will have to sacrifice the most on S. Bernardo Ave.

· Changing S. Bernardo into one-way street will impact lots of people who live and travel in this neighborhood. I asked Sunnyvale City the question: Has the City conducted any traffic study on S. Bernardo and Wright Ave.? The answer was NO. How can the CWG committee make recommendation if they do not know the traffic impact?

· To build a class-I (none stop) bike trail in residential area, like S. Bernardo Ave is not safe for the surrounding school children.

· S. Bernardo has one and only one road side parking. Remove the ONLY parking space would cause hardship to the residents, school and utility vehicle to service the area.

· If S. Bernardo becomes one-way street, what would be the escape route for the residents and traffic control? Has the city contacted the fire department for an evaluation?

Sincerely,
Angela Huang

Comment #: 182 **Name:** Javed Hussain
Date: 5/27/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom it may concern!

I live in Cupertino, close to Cupertino Library.
I love biking and have used the Stevens Creek trail from Sunnyvale where it starts.
It is a little bit pain t drive to the starting point of the trail and then use it. One option
is to use the busy streets of Stevens Creak and then Mary to reach the trail.
I would rather prefer that if there is a trail from Stevens Creek Road all the way. his will be
much safer and also a good to environment to no use my car.

Please consider that and build the remaining trail to complete he Stevens Creak Trail Project.
Cupertino City has already completed a trail from McClellan Road to Stevens Creak road recently.
it will be good that the rest is also done soon.
Thanks,
Javed Hussain

Comment #: 183 **Name:** "CJ" Carol Jones
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

PLEASE! Extend the trail! It has been such an awesome part of mine & my families lives.
We have truly enjoyed the trail. Friends have shared great memories with us.
It is awesome to have such a fabulous safe & clean trail to enjoy and get around the area.
It is beautiful and a great asset to SO many communities!
I was heart broken to hear you were thinking of NOT extending this trail!
I have lived here for 25 years and have really enjoyed watching it grow and being able to take advantage of this trail has been wonderful!
Whether it was going from home to Landels school in Mountain View when my son attended, or heading downtown Mtn View .. or from Mtn View thru Sunnyvale.
We have really been looking forward to it growing longer and reaching these new places.
As traffic and population grows it is important to have a SAFE place to travel from city to city, to go out and play in nature as well as be fit and healthy.

PLEASE consider extending this trail as was planned! It impacts SO Many children and families.
I can only imagine how many more will make use of this trail as the population grows as we know it will as Google and Apple BOTH expand in the valley bringing MORE families into the Bay Area!

Thank you for reading this .. I hope this has an impact!
Sincerely,
"CJ" Carol Jones

Comment #: 184 **Name:** Heather Taylor
Date: 5/27/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject:
Comment:

To Whom It May Concern:

I am a Mountain View resident who uses the Steven's Creek Trail on a regular basis. I am very much in favor of a safe, off-street trail extension. Specifically, I am in favor of completing the Stevens Creek Trail between Dale/Heatherstone in Mountain View and the Blackberry Farm trail segment at Stevens Creek Blvd in Cupertino. It is currently a beautiful asset to our community and the extension would only increase it's value, beauty, and functional use.

Sincerely,

Heather Taylor

On Wed, May 27, 2015 at 7:48 AM, wrote:
> Hi Heather and Jay,
>
> Could you each please take a couple of minutes to send in your comments about the
> Stevens Creek trail extension. We have been looking forward to it for years and this powerful
> group of NIMBYs are trying to block it and keep everything on city streets, all under the guise
> of financial responsibility, low impact, etc. The trail has provided recreation for you and
> perhaps it is time to pay it back.
>
> Thanks for your help!!!
>
> Tim and Mary
>
> ------- Forwarded message follows -------
> Subject: Stevens Creek Trail extension at risk!
> From: Friends of Stevens Creek Trail
> Send reply to: Friends of Stevens Creek Trail <Exec-dir@stevenscreektrail.org>
> To: Tim
> Date sent: Wed, 27 May 2015 03:33:01 +0000
>
>
> Dear Stevens Creek Trail supporters,
>
> We urgently need your help right now!
>
> A major campaign has been launched against extending the trail through
> Sunnyvale, Los Altos, and Cupertino by Citizens for Responsible
> Trails. Don't let them fool you. They think bike lanes on busy
> streets such as Mary Ave are good enough. They are against spending
> millions on trails for local bicycles and pedestrians even though we
> spend BILLIONS on roads for cars. Many are afraid of change and of
> bicyclists and pedestrians. Fear, uncertainty, and doubt blind them to
> the many benefits that safe and attractive local trails bring to our
> community, including increased property values, reduced traffic, less
> pollution, safer routes to schools, and better access to parks. Trails
> most benefit the nearest neighbors and they should be fighting to have
> a trail close to them instead of pushing young and old alike onto busy
> streets.

Unfortunately, trail opponents greatly outnumbered supporters at the
> first public meeting held on Thursday, May 21 in Sunnyvale. Unless
> many more supporters show up at the next two public meetings and/or
> send supportive emails, completing the Stevens Creek Trail may not
> happen.
>
> If you believe in a safe and beautiful Stevens Creek Trail from the
> Bay Trail to the Ridge Trail, please send an email in favor and
> consider speaking at one of the 2 remaining meetings. With your help
> we can convince naysayers and City Councils that extending the trail
> is a valuable investment in our community that will pay dividends for
> generations.
>
> Send emails to SCTfeasibilitystudy@sunnyvale.ca.gov and copy us at
> info@stevenscreektrail.org. Attend one of the 2 remaining public input
> meetings, open to everyone from any city:
>
> Monday June 1, 6:30-9:30pm at Community Hall, 10350 Torre Avenue,
> Cupertino Monday June 8, 6:30-9:30pm at Senior Center, 266 Escuela
> Avenue, Mountain View
>
> All meetings have the same format - public speaking is limited to 2
> minutes per person. If you can, please bring family and friends.
> Having kids speak and/or write emails can be particularly effective.
>
> We will have 2 speaker prep meetings to help you prepare and answer
> questions:
Sunday May 31, 4-6pm at 795 Allison Way, Sunnyvale
> Sunday June 7, 4-6pm at 795 Allison Way, Sunnyvale
>
> If you plan to attend any meetings or just want FOSCT to know your
> trail alignment preference, please RSVP at:
> http://stevenscreektrail.us5.list-manage.com/track/click?u=9f44f10f454
> 414cf7d50cee29&id=ef17997259&e=8f14fb7d17 (one form submission per
> person)
>
> For a wealth of information about what is happening, please see:
> 1) The Stevens Creek Trail Feasibility Study at
> http://stevenscreektrail.us5.list-manage1.com/track/click?u=9f44f10f45
> 4414cf7d50cee29&id=9b06c45eee&e=8f14fb7d17. 2) The special website
> we've created at
> http://stevenscreektrail.us5.list-manage1.com/track/click?u=9f44f10f45
> 4414cf7d50cee29&id=8c61e4a5bf&e=8f14fb7d17 with speaking points and
> frequently asked questions.
>
> Completing the Stevens Creek Trail is clearly feasible - the study has
> shown that. Overcoming opposition and choosing a beautiful route is
> the next step. We urgently request that you make your support known
> for completing the Stevens Creek Trail in a safe and attractive
> manner. Thanks!
>
> Best regards,
>
> Aaron Grossman, Executive Director
> Friends of Stevens Creek Trail (FOSCT)

Comment #: 185 **Name:** Adrian
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT Feasibility Study
Comment:

I would like this trail extended as far South as possible. Bryant in MV is not far enough. Currently, getting to the existing trail at Heatherstone requires biking up Bernado which is quite unsafe, especially around Bernado & Fremont.

Adrian

Comment #: 186 **Name:** Joyce Delaney
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Signs informing residents of Los Altos Meeting on June 8th
Comment:

Council Members

There are no signs letting residents know of the coming meeting for Los Altos. There are a couple of signs which no one can read as the print is too small telling about a meeting that has already happened. I am beginning to feel our Council doesn't care if nobody shows. I feel you don't care about your residents.

Please show us that you care what we have to say about the Stevens' Creek Trail.

Joyce Delaney

Comment #: 187 **Name:** Radhika Kulkarni
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Hello
Comment:

Hi,

I would like to speak in favor of the trail. Both the prep meetings i won't be able to join as have prior commitments. Please let me know what to do.

regards

Radhika

Comment #: 188 **Name:** Nikhil Ravi
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

Hi

I'm writing to voice my support for the extension of the Stevens creek trail through Sunnyvale, Cupertino and Los Altos. As a regular bike commuter, I value having urban trails like the Stevens Creek Trail, and would like to see a greater proliferation of such trails where we live.

Thanks

Nikhil

Comment #: 189 **Name:** Carla Dorow
Date: 5/27/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

The preferred trail has to be as much off road as possible. Yes, it costs the most, but surely safety & maximizing use of bicycles are the two priorities. Like all good planning, we must look long-term. More cars & more dangerous streets are in the future. Those more cars also mean worse air quality. To mitigate both of those negative consequences, it behooves communities to invest now in off-road trails before it becomes even more expensive. In Los Altos we are happy to put money into schools, understanding that this is important for children. Yet we seem to be reluctant to support any environmentally sound measure even though that is clearly in the best interest of the children as well. As a resident of Los Altos, I have become alarmed at the number of instances the community has chosen to oppose environmentally sound policies. Please do not allow the NIMBY group to kill this amazing opportunity to allow bicyclists to travel from the bay to the foothills with minimal safety concerns.

Carla Dorow
Los Altos

Comment #: 190 **Name:** Marcia Riches
Date: 5/27/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I would be so disappointed if the promised trail extension did not occur or was just pushed onto city streets. Our community needs safe recreation and transportation avenues.
The sooner the better for this long awaited ending section of the trail.
Thanks,
Marcia Riches (Cupertino)

Comment #: 191 **Name:** Raja Ramakrishnan
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Connected Vision
Comment:

Lovely initiative.

Making a bike route on Bernado will be a great for bikers. However, would it be feasible to have an elevated bike path along Bernardo and maintain the 2 lane traffic without impact to residents?

Regards,
Raja Ramakrishnan

Comment #: 192 **Name:** Roy Lambetson
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend the Stevens Creek tail through Sunnyvale, Los Altos, and Cupertino to the hills
Comment:

Dear Santa Clara County administrator,

Please don't let a vocal minority of residents prevent you from enabling the completion of the Stevens Creek Trail to the hills. The trail is extremely popular among residents of all the towns that it borders. Proximity to the trail enhances property values and quality of life. Proposals have been made to re-route pedestrians and cyclists onto busy streets, which will not be as safe or aesthetic.

Trails around the Bay Area are one of the things that make our place special. Please do not remove this historic opportunity to connect the Bay Trail with the Ridge Trail. I guarantee that the trail will become a favorite, celebrated route.

Thank You,
Roy Lambertson

Comment #: 193 **Name:** Jill Ainscow

Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

Please DO NOT stop extending the Stevens Creek Trail. This is one of the only one of these trails in the area for most of the Cupertino, Sunnyvale, Santa Clara Residents. We have been eagerly awaiting its extension.

Jill

Comment #: 194 **Name:** Dafna and Amos Dor
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: My husband and I are in favor extending Stevens Creek Trail through Sunnyvale, Los Altos and Cupertino
Comment:

Dear Mrs. Mr

My husband and I are in favor extending Stevens Creek Trail through Sunnyvale, Los Altos and Cupertino.

At least once a week we take our evening walk through this trail.

We do not belong to any gym and do our exercise outdoors.

This trail provides excellent ground for that, safe route, no cars and friendly people.

On days when I take my walk in the morning hours I see a lot of bikers riding to work through this trail.

Make me think of all the Traffic and pollution that has been reduced and of course the health benefit to the bikers.

I plead and wish City Councils to see all the benefits extension of this trail will bring to our community.

Thank you,

Dafna and Amos Dor from Sunnyvale.

Regards

Dafna Dor

Comment #: 195 **Name:** Wendy Marti
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please vote in favor of extending the Stevens Creek Trail
Comment:

I am a Sunnyvale Resident in favor of extending the Stevens Creek trail. I feel fortunate to live near the southern entrance. It is one of the few places to ride bikes that feels clear and safe place and away from car traffic. Riding a bicycle even in bike lanes on the road just doesn't feel safe. As a reminder to this danger we now have a bike memorial one block from my home (Fremont and Mary Ave.) where a cyclist died recently in an accident with a car. Extending the Stevens Creek Trail would help provide more safe places to ride bicycles and be a benefit to our community. My family really values the trail and we hope it will continue to be extended further. Thank you for your time!

-Wendy Marti

Comment #: 196 **Name:** David Wilde
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend Stevens Creek Trail
Comment:

Dear Sirs/Madams,

I am completely in favor of extending the Stevens Creek Trail through Sunnyvale, Cupertino, and Los Altos.

This trail, once completed, will be an incredible asset to the community, as a recreational opportunity and enhancement to traffic safety.

I am not aware of any downside to this project.

Sincerely,
David Wilde

Comment #: 197 **Name:** Eric Wang
Date: 5/27/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comment about the Stevens Creek Trail Feasibility Study
Comment:

Hi,

I would like to comment about the various options the connect north of Stevens Creek Blvd to Homestead since these options would impact my neighborhood directly.

While the intent of the Stevens Creek Trail is good, please bear in mind there are families living along the creek and you must prioritize your alternate routes by investigating the following.

1. the impact of unexpected foot/bike traffic against current traffic flow.
2. the impact of disturbing existing wild life and creek habitat.
3. the expected decrease in home values due to the added traffic.
4. the impact of unnecessary infrastructure construction on routes that do not have preexisting infrastructure (lighting, bike lanes, etc).

I'd like to propose that the best option is one that uses existing infrastrucutre and minimizes the impact to any existing neighbors while maintaining fiscal responsibility.

Thank you for giving us this opportunity to voice out our concerns.

Eric Wang
Cupertino, CA

Comment #: 198 **Name:** Nessy Barzilay
Date: 5/27/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello,
My husband and I are in favor extending Stevens Creek Trail through Sunnyvale, Los Altos and Cupertino.
At least once a week we take our evening walk through this trail.
We do not belong to any gym and do our exercise outdoors.
This trail provides excellent ground for that, safe route, no cars and friendly people.
On days when I take my hike in the morning hours I see a lot of bikers riding to work through this trail.
Make me think of all the Traffic and pollution that has been reduced and of course the health benefit to the bikers.
I plead and wish City Councils to see all the benefits extension of this trail will bring to our community.
Thank you,
Nessy Barzila

Comment #: 199 **Name:** Michael Lohman
Date: 5/27/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for extending Stevens Creek Trail
Comment:

I live in Sunnyvale and Bike to work each day. Half of the ride is on city streets, and the other half is on the trail.

Extending the bike trail will encourage more people to bike to work, make biking safer, and be better for the environment.

Please consider extending the Stevens Creek trail.

Mike Lohman

Comment #: 200 **Name:** Joey Mercer
Date: 5/28/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

members of the sunnyvale city council, city staff, and working group members,

i strongly urge you to approve the extension of the stevens creek trail from mountain view, into your city. i live and work and mountain view, and am fortunate enough to be able to bike to work every day, along the wonderful stevens creek trail. my ride into work each morning is a fantastic way for me to start the day, with fresh air, sunshine (usually) and a bit of exercise. i can only imagine how many of your residents work in the north bayshore are of mountain view. now let's imagine how happy those people would be if they had another option for getting to work; one that is much more enjoyable than fighting through traffic. if you do not approve the proposed trail extension, you could think of it as limiting the choices your residents can make regarding their commute. the benefits of the stevens creek trail go way beyond the commute to work. having a trail that is completely protecting from vehicular traffic is a huge plus for families, who can feel more comfortable going out for a family stroll or bike ride. i'm lucky enough to live near the trail, and use it every day, so whatever your decision is, it certainly won't affect me. but your decision will have an impact on your residents.

please consider approving the trail extension, i can absolutely guarantee you that your residents will be glad you did.

sincerely,
joey mercer
mountain view resident

Comment #: 201 **Name:** Barbara Frei
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend the creek trail off - road
Comment:

I commute 20 miles by bike each day, partially on the existing trail. Once the trails merge with traffic and onto bike lanes my blissful commute turns into a daily life or death situation as I navigate the 30 pounds of steel beneath my saddle among multi-ton motorized behemoths belching death at every stop. Ironically, the area where Stevens Creek boulevard narrows from four lanes to two to cross THE ACTUAL CREEK is particularly hazardous, as vehicular impatience and the willingness to impose on weaker members of the road sharing community (bikes) rises in proportion to the availability of lanes.

"Bike friendly community" is not just a slogan on the city limit sign. Let's make it so!

Sent from my iPad

Comment #: 202 **Name:** Kevin Dolan
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Biking reduces congestion on roads and in heart valves. San Mateo is NOT bike friendly
Comment:

http://www.thetimes.co.uk/tto/public/cyclesafety/article3789794.ece

Comment #: 203 **Name:** Jean Somlo
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: please do not pick the 100% roadway extension to the Steven's Creek trail
Comment:

Dear staff, working group members and city Council members:

I've been a Sunnyvale resident since 1999 and have been in the valley for 25 years. Over that time I've seen the population grow and traffic crawl. At times I've been lucky enough to be able to take light rail to work (when I lived in North San Jose and worked in downtown San Jose) as well as some occasional biking to work (9 miles from my Sunnyvale home to Alviso) and I love being able to avoid my car while getting exercise during my commute.

When I'm on the Steven's Creek Trail, or hiking/walking in open spaces like Rancho and Arastradero, I feel like I'm on vacation. I can get to where I want to go without worrying about cars and I can smell the fresh air and say hi to others around me. Sometimes I will drive over to the Heatherstone entrance with my dog and daughter so we can explore the path. I so wish I could just walk from my home - I live near Fremont Ave/Bernardo.

When I read over the trail options, to put it mildly, I found all the options which went along Mary Avenue vile. The point of the trail is not meant to be a roadway for bikes and pedestrians - it's meant to be a safe and clean way to get places and enjoy our neighborhoods. I avoid Mary in my car - I'm certainly not going to bike down it. There is nothing relaxing and safe about biking down Mary even if you force the residents to lose their street parking and paint some thicker bike lanes.

I also find the routes which go right past Cherry Chase and West Valley elementary schools unacceptable. As the parent of a kindergartener I already make an effort to park several blocks from school (on Grape south of Knickerbocker) and hike in as I want to avoid the mess that is morning drop off while enjoying some pleasant conversation with my daughter. Sticking a trail in the middle of that madness is just plain stupid and a recipe for disaster. Knickerbocker is the south border of the school's "walk or roll to school" zone so many parents park and cross Knickerbocker and hike in with their kids. Knickerbocker is also a main roadway for parents and students to get to/from Sunnyvale Middle School. Please leave those areas alone.

While the non-roadway options do cost exponentially more, I feel very strongly that they offer benefits which are also exponentially more than the horrible Mary and other street-only options. I want this trail for my benefit and that of my daughter and future generations. Please don't skimp now. This is our chance to really improve our quality of life. With > million dollar houses on average, it's pretty sad if we can't find the funds or ask the public to fund something so important to our lifestyles. Especially for something which will increase our home values and quality of life.

The only on street option which does not disgust me is the one where the trail follows along Bernardo south of Fremont as the right side is a highway 85 sound wall - if that hooked up to a highway 280 overpass or underpass that seems like the best compromise to alleviate neighbor concerns along the south of Fremont creek bed, impacts much fewer residents like the disgusting Mary route, and is most direct. (oh, and it's closest to my house so I could get to the north of Fremont part of the trail very easily).

Jean Somlo

Comment #: 204 **Name:** John Schaefer
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Completion of Stevens Creek Trail to the Ridge Trail
Comment:

There is a major gap in the local trail system used by bicyclists and hikers/runners. Not closing that gap is a black eye to the highly regarded existing trail system and a disservice to the many bicyclists and hikers/runners who are forced to use local and often congested streets. Please take action to close this major gap.

John Schaefer
Resident of Sunnyvale for 57 years and user of these trails as an active bicyclist and a former runner

Comment #: 205 **Name:** Chris Orr
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Bike Trail
Comment:

Hello,
I live at Hibiscus Dr and support the trail being located as close to the creek as possible. If that means going under 280 or over 280 that is what I support.
I want my nephews to stay off busy streets so going down Homestead to the Mary Bridge does not work for me.

Thanks,
Chris Or

Comment #: 206 **Name:** Sasi Eswaran
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend Stevens Creek Trail
Comment:

Hello Council Members,

I ride my bike to work three or four times a week. So the fear of being run over by a texting driver is always in my mind except when I am on a trail.Stevens Creek Trail is part of my daily commute as it is for many other people in Silicon Valley.

Please pass the resolution to extend the Stevens Creek Trail so that we can do our part to reduce the congestion on our highways, improve health benefits to people who use the trails, and in general contribute to a higher quality of life in Silicon Valley.

Thank you very much.

Sasi Eswaran

Comment #: 207 **Name:** Julie Schick
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Friends of Stevens Creek Trail
Comment:

My neighbor and I (both Senior Citizens) have been walking this beautiful trail the past several years at least 3 days a week. It is such a pleasure walking there early mornings, seeing mothers cycling their children, children riding their cycles to school and the many adults cycling to their jobs found nearby this trail. We would love to see an extension further into Sunnyvale and beyond.

Julia Schick

Sent from my iPad

Comment #: 208 **Name:** Bill Zuravleff
Date: 5/28/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Regarding the Stevens Creek trail
Comment:

Regarding the Stevens Creek Trail,

My wife and I moved to Mercy St. near Landels school in Mountain View in 1992. Our son was born in '94 and the trail was extended to Landels park in 1999. The trail has improved our lives significantly.

The trail gives us access to city parks and the Baylands of Mountain View, Sunnyvale, and Palo Alto without a car and without dealing with auto traffic.

Our entire family has attended numerous concerts and events at Shoreline Amphitheatre without a car and without dealing with traffic.

In 2005, I commuted to work on the trail.

The trail was extended to Sleeper Avenue in 2009. Thereafter, my son traveled to high school by bicycle every single day on the trail. The year prior he used city streets.

Now retired, I use the trail daily to get to the Baylands, the gym, city parks, the community garden, and grocery stores. The trail provides an excellent traffic-free path on which to run.

When a house in our neighborhood goes up for sale, close access to the trail is a prominent selling point.

If I were a resident of Sunnyvale, I'd want these benefits for myself, my family and my community.

Sincerely,
Bill Zuravleff

Comment #: 209 **Name:** Robert Kenney
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Keep the current trail. Bernardo - Remington - Mary
Comment:

I've been a resident of Sunnyville for 50 years we moved here in 1958 I've been a resident all of the Belleville way neighborhood since 1974 please keep the Stevens Creek Trail along the designated route ofHeatherstone to Bernardo to Remington to Mary Avenue across to Mary Bridge to Cupertino this is the plan we made 25 years agothat doesn't make any sense to bring the trail down cities other small city streets like Belleville and Bernardo in front of schools that are already congested with traffic please keep to the plan

Sent from my iPhone

Comment #: 210 **Name:** Jim Meyerson
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I support a Stevens Creek Trail extension through Los Altos, Cupertino, and Sunnyvale. Please make it happen
Comment:

Dear members of the Stevens Creek Trail Feasibility Study and the Sunnyvale City Council,

I am a Sunnyvale resident and strongly support the extension of the Stevens Creek Trail (SCT) southward from the Knickerbocker Lane terminus. I have lived on DeRoche Court, near the intersection of Bernardo Ave. and Cascade Drive, since 1992, and could be within a mile of the trail extension, depending on which route is selected.

I use the present trail through Mountain View 1-2 times per week for jogging and walking, and look forward to the day when I can walk directly to the trail to start these activities. At present, I drive up to the Sleeper Lane or Knickerbocker entrances.

I went to several of the SCT Feasibility meetings a couple of years ago. I was disappointed at how narrowly people were looking at the issue – dismissing a trail without considering the facts. I am less concerned about the exact routing, and most concerned that we use this opportunity to extend this city trail to tie together our communities and allow for communal exercise. The experience with the northern SCT trail implementation, and also the implementation of the Los Gatos Trail, seems to follow the same phases as we are now experiencing –

1. Introduction of the idea through public forums with vocal opposition to the idea. Seemingly everyone can find a reason why NOT – added traffic, noise, NIMBY, etc.

2. More thorough study with projected routings and costs

3. The quiet part of the audience (unfortunately less energized) listens and determines the best solution

4. Over multiple protests, the brave board(s) approves a plan and budget to build/extend the trails

5. The trail is completed.

6. After the fact, most people come to like the trail and question why they opposed the idea in the first place. I haven't heard residents along the existing SCT complaining about the trail – in fact, their property values have gone up.

We appear to be in phase 2 at the moment, and inching towards phase 3.

Please stand tall and do what is right for Los Altos, Cupertino, Sunnyvale, and surrounding communities by approving the extension of the SCT from Knickerbocker to Fremont Avenue, and then again from Fremont Avenue to Stevens Creek Road. It may be expedient to build the stretch from Knickerbocker to Fremont first, as there seems to be the most consensus there.

Thanks for your time and consideration,

James Meyerson

Comment #: 211 **Name:** Ryan Hickman
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I'm very supportive of expanding the Steven's Creek Trail
Comment:

Hi there,

I live in Sunnyvale near Las Palmas Park, and use the Steven's Creek Trail daily on my bike ride to work. I'm very supportive of the expansion plans to take it further into the city and connect with Cupertino.

Let me know how else I can help voice my support for this.

Best,
Ryan Hickman

Comment #: 212 **Name:** Jay Schulz-Heik
Date: 5/28/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek trail extension
Comment:

To Whom It May Concern:

I am a Mountain View resident who uses the Steven's Creek Trail on a regular basis. I am very much in favor of a safe, off-street trail extension. Specifically, I am in favor of completing the Stevens Creek Trail between Dale/Heatherstone in Mountain View and the Blackberry Farm trail segment at Stevens Creek Blvd in Cupertino. It is currently a beautiful asset to our community and the extension would only increase it's value, beauty, and functional use.

I personally consider the trail my favorite part of Mountain View and particularly appreciate that it is a form of civic activity that is affordable and open to all.

Sincerely,
Jay Schulz-Heik

Comment #: 213 **Name:** Teri Wiss
Date: 5/28/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments on the Four Cities Stevens Creek Trail feasibility report
Comment:

As a homeowner and resident of Los Altos, on Fallen Leaf Lane, and a business and condo owner in Cupertino, I would like to register comments on the Stevens Creek Trail feasibility report. While your study may discuss options that are theoretically possible, some of these options may be far from desirable.

Since residential streets near the creek do not have any creek visibility, remaining on streets adjacent to the creek do not have any advantage over any other routes. In fact, making a formal route through existing residential neighborhoods have safety disadvantages and disrupt the serenity of the neighborhood.

In addition to concerns about bike safety due to the numerous driveways on residential streets, I've yet to hear anyone discuss how the safety around utility towers would be addressed. Specifically, there are 2 towers in the middle of the street at Fallen Leaf Lane and Louise Lane. Because of the lack of space and tight turn required, some trucks perform illegal maneuvers to get through this area, driving on the wrong side of the street. On top of this, Fallen Leaf Lane turns at this location, compromising visibility. I have personally had many near-misses when attempting to exit my driveway, despite backing into my driveway so exiting would provide maximum visibility. Additional "traffic" (bikes and pedestrians) would significantly increase the likelihood of accidents at this location.

Los Altos has historically chosen to have a quiet rural feel to its residential neighborhoods, including the lack of sidewalks and street lights. Making formal hike and bike trails through long-established neighborhoods is counter to this feel, bringing increased traffic, street striping, and other "upgrades" that are not aligned with the feel of the neighborhood.

Finally, many of the options being considered include ideas that are not fiscally responsible. Given the reasonable options of the Mary Street bridge and the Foothill underpass (and whatever improvements are imminent) for getting past I-280, an additional bridge in close proximity seems fiscally outrageous.

While I have not been a part of the group "Citizens for Responsible Trails", I have carefully read their "Response to Stevens Creek Trail Feasibility Study". I believe their response is thoughtful, thorough, and reasonable. I support their findings and urge you to align future work with their criteria and recommendations in mind.

Sincerely,
Teri Wiss
Los Altos, CA

Comment #: 214 **Name:** Jolene Ledwith
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Mockingbird Lane Bridge Access
Comment:

OHHHH NO!

* WE'VE LIVE ON THIS STREET FOR 61 YEARS, PAID SUNNYVALE TAXES FOR 61 YEARS, RAISED 10 CHILDREN HERE!

* WE DO NOT NEED THE TRAFFIC ON THIS SMALL QUIET STREET (Some people do use it as a pass way from Bernando to Knickerboucker).

* WE DO NOT WANT THE TRAFFIC THE BRIDGE WILL BRING TO OUR STREET AND NEIGHBORHOOD!!

* BUILD THE BRIDGE IF YOU HAVE TOO ELSE WHERE AWAY FROM NEIGHBORHOODS.

* OR IS THIS A DONE DEAL AND YOU HAVE TO LISTEN TO THE PUBLIC OUT OF COURTESY?

THANK YOU,
JOLENE LEDWITH

Comment #: 215 **Name:** Victoria Philip
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I support the plan to extend the Stevens Creek Trail from bay Trail to the Ridge Trail
Comment:

Dear Sirs,

I attended the meeting on Sunday May 31 in Sunnyvale and heard too many of my neighbors reject the proposal for the extension of the Stevens Creek Trail from the Bay Trail to the Ridge Trail out of concern for the impact on their streets and neighborhoods. I found this very short sighted of them.

I am convinced the incredible and lasting benefit to our communities of a trail of this nature for current and future generations is fundamental to what makes a community great. The trail proposal, a multi-use corridor which follows Stevens Creek as closely as possible, needs to become a reality.

Your study has made very clear the difficulties and expense this would entail. I believe the reality of such a trail is more than worth the effort. The experience of a safe and beautiful natural corridor for all to enjoy is worth every penny!

In addition, all our communities need more and safer bike routes on our existing roads as an adjunct to car transportation. Independent of this trail proposal, I would firmly support the City of Sunnyvale going forward with separate plans to make Remington, Bernardo and Mary Avenues more bike friendly.

Cordially,
Victoria Philp
Sunnyvale, California

Comment #: 216 **Name:** Michael Schuh
Date: 5/28/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Support for a safe and enjoyable trail
Comment:

I support the creation of a safe and enjoyable trail for people of all ages to use. I hope that a route will be selected that provides a path that is protected from cars.

I commute by bike daily on the Stevens Creek trail between Sleeper and Moffett Blvd. I hope that if the trail is extended that a plan will be created that provides a better experience for walkers and riders than currently exists on the existing section of the trail. Almost daily, I see cyclists riding at high speeds pass walkers and other cyclists without warning and with only a few inches of separation. This definitely detracts from the experience of trail users creates unsafe conditions. These same cyclists sometimes move into the opposing lane of travel around blind turns at high speeds. Again, this is a safety issue.

There has recently been talk of allowing electric bicycles on the trail which will add to the number of people that can travel quickly and rudely down the trail with bigger and even faster bikes. I encourage the trail designers to think about these issues and come up with a plan to mitigate these problems.

Michael

Comment #: 217 **Name:** Keith Jones
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please Please extend the Stevens Creek Trail
Comment:

Hi,
I ride to work nearly every day from near Cumberland school to Lockheed Martin. It is fantastic that we live in such a wonderful area and can bike in fantastic weather so many days in the year. Bicycles are so much better than cars in so many way, no pollution, increased health, stress relieve, camaraderie. Extending the Stevens Creek Trail will give more people the opportunity for this safe commute alternative. Let's have Sunnyvale lead the way into a fun, environmental future.

Please do what you can to see the extension go through!

Sincerely,
Keith Jones

Comment #: 218 **Name:** Jerry Murray
Date: 5/28/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments concerning the Stevens Creek Trail Bicycle Path
Comment:

Dear Representatives

I am extremely concerned about bicycle safety as I have been a primary responder on a city ambulance and also a Lifeflight pilot for a major trauma center. I have taken accidents victims to the hospital and I have had victims die as we worked on them at the site of the accident. I am also a military trained safety officer and have served in assignments as a unit Safety Officer. When you work many years in Emergency Medical Services, everyone develops of constant awareness of factors that have the potential of causing an accident. I annoy my own children endlessly with always saying "This could happen.. That could happen." It would be wonderful if there could be dedicated bike paths every where. But many of the options being considered do NOT really increase safety for bicyclists. The Fallen Leaf option to the Stevens Creek Trail is an example. With the current traffic flow and width of Fallen Leaf Lane, if you cannot safely ride this street, you probably should not be riding on public roads.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

As is true for many issues today, this issue has become polarized and many see it as an issue of "I am for bike safety or I am not." This is not about safety of bicyclists. This is about wanting some incremental benefit for an extremely very small segment of the population that would use the connected trail segment at the expense of others. Any consideration for changing Fallen Leaf Lane is NOT about safety but much more a political agenda so one can appear supportive of popular concepts such as a connected Stevens Creek Trail.

Jerry Murray

Comment #: 219 **Name:** Steve Lemke
Date: 5/28/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: In ssupport of Stevens Creek Trail Extension
Comment:

To whom it may concern,

I believe in a safe and beautiful Stevens Creek Trail from the Bay Trail to the Ridge Trail, and am sending this email in favor of extending the trail. I believe it is a valuable investment in our community that will pay dividends for generations.

I live in Sunnyvale near Homestead and De Anza. To get to the current start of the trail, my daughter and I must ride 4.5 miles in a crazy traverse across Sunnyvale, on busy city streets.

If the Stevens Creek Trail were extended south to Homestead (or farther) we could simply ride down Homestead Road to catch the trail instead of having to jog up Hollenbeck, Mary, Bernardo, Knickerbocker, and other busy streets. The extension would not eliminate our having to ride on city streets, but it would make that part of our ride shorter, safer, and much more direct.

Thank you for your consideration,

--Steve Lemke, resident of Sunnyvale for 20+ years

Comment #: 220 **Name:** Larry Rosenberg
Date: 5/29/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Extending the trail
Comment:

I have been a happy user of the Stevens Creek Trial for well over ten years now since moving to downtown Mountain View. Recently I moved to my new condo a block from the Trial and I am delighted I have even closer access. Nearby access to the Trial was one of my motivations for moving closer.

I am planning on acquiring a bike soon, so I would really like to see the trial extended South, eventually to the Santa Cruz Mountains. Please do all in your power to get the Trial extended as soon as possible.

Sent from my iPad

Larry

Comment #: 221 **Name:** Christina Pratt
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Please do not allow a small vocal group to derail the trail plan. The trail supports smart growth which is greatly needed in this area! It will go along way to supporting infrastructure and the ongoing development in the South Bay.

Sincerely,

Christina Pratt

Sent from my iPhone

Comment #: 222 **Name:** Johnny Au
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I support the Stevens Creek Trail extension. Thank you.

j.au

Comment #: 223 **Name:** Urs Mader
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

SCTrails:

I bike to work often and make huge use of the San Thomas Creek trail to get under 101 and Central on my way to work. Building bike friendly corridors along our waterways makes a ton of sense. Before some of these routes in the valley were officially built out, I used them raw in my relative youth 20 years ago to get to work in east San Jose and would pass by a few homeless encampments. Now that Quadalupe trail is done, the homeless and the trash are also gone from the river because the public sees it. On the whole, Guadalupe river is much improved and I think land values have been helped by that particular creek development. Needless to say, I have been a strong proponent of building out creeks over the years even though I don't join any formal organizations.

Building out Steven's Creek in the same way would improve everyone's quality of life. Joggers, dog walkers, kids..all benefit. I have never heard of any issues for residents along these corridors that could not be solved in some way (8 ft. concrete walls in necessary). If I had the choice, I would love to live along one of these routes because it would connect me to places that become easily accessible by bike.

I can see that someone may be worried about increased crime or noise for houses along this kind of thing, but I don't think that has been true. I think on the flip side, infrastructure like this attracts a young fit crowd that tends to further gentrify these areas and crowd out the self-destructive elements of our society. I realize that the current neighbors along this route today are already "gentrified" so to speak, and this really isn't the issue, but if someone along the corridor is concerned, just take a look at the Saratoga trail system between the foothill mansions near Mount Eden. Those corridors are enjoyed by everyone and improve the quality of life without attracting any "bad" elements. Those trails are also by and large "quiet" and add to the Saratoga experience. The Steven's Creek trail also does not even connect to "bad" areas unless someone things downtown Mt View is a mecca of crime and noise. Also, underage partiers don't show up on these kind of trails because the areas are no longer private enough.

Urs

Urs Mader

Comment #: 224 **Name:** Susan Lato
Date: 5/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: comments on the Stevens Creek Trail extension
Comment:

Hi,

I'm a resident of Sunnyvale who enjoys biking and the amazing outdoor opportunities in the Bay area. I have biked and hiked the current trail and some of the places it proposes to connect to many times. After reviewing the proposal, I am strongly in favor of the version that separates the trail from the car traffic as completely as possible. I understand that there are difficulties and of course it will be more expensive, but I did vote for the 2014 measure AA for this purpose.

The proposal already examines the many benefits of extending the trail, but it is such a simple win-win for all. The population of the Bay area is likely to continue expanding and a simple way to reduce traffic congestion is to make it easy for people to commute via bike. This trail is key as it connects popular tech centers with housing areas where those workers live. It will only become more expensive in the future, imagine how great it will be to look back in 20 years and feel great about the planning that went into this project.

Sincerely.
Susan Lato

Comment #: 225 **Name:** Elaine Roberts
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

I am writing to give my support in the ongoing plans to extend the Stevens Creek Trail through Sunnyvale, Los Altos, Cupertino, and joining the Ridge Trail.

Those that oppose the trail extension are folks that likely never use any of the wonderful trail systems we have throughout the bay area and therefore are unaware of the many benefits having these trails provide. I think that people who oppose the trail extension are opposed to funding the trails because they don't see themselves benefiting from it and oppose funding of any services that invest in our community.

These same folks don't seem to realize that putting people onto the trails will help alleviate congestion on our surface streets and freeways, along with improving air quality, and individual health therefore putting less stress on our roadways and our healthcare system.

I ask that the Council members please support the trail extension as it is a valuable investment in our community and everyone will benefit from having access to more trails.

Regards,

Elaine Roberts

Comment #: 226 **Name:** Jeff Klingner
Date: 5/29/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: I strongly prefer the creek corridor / Bernardo path
Comment:

The SCT is so great and useful and safe because it doesn't have any grade crossings or car interactions. None at all! I use the trail all the time with my children knowing that it is safe for this reason. Please please choose the path that continues this feature for as long as possible: the creek corridor / Bernardo path.

Jeff Klingner

Comment #: 227 **Name:** Brian Gleeson
Date: 5/29/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for Steven's Creek Trail extension
Comment:

I'm writing in support of the proposed extension of the Steven's Creek Trail, and to advocate a route with as much real, separated trail as possible.
A good network of separated bike trails and lanes adds so much to a city, greatly improving livability while doing so much for health, traffic, the environment, property values and community.
I bike from Mountain View to Cupertino daily. It is remarkable how much safer, faster, and more pleasant the trail is than riding in bike lanes on big roads. The existence of the trail is a big part in why I chose to live where I do.

When designing a route, please consider the details that make a trail pleasant to ride and efficient for a commute: physical separation from traffic, avoidance of intersections, tunnels rather than overpasses when possible, etc.

Thank you, and good luck with the trail. I can't wait to ride it!

Brian Gleeson

Comment #: 228 **Name:** C A
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

Please no use of surface streets !!!!!!!!!!

Comment #: 229 **Name:** Ersin Civanlar
Date: 5/29/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Hi,

I wanted to write in to express my thorough support of the extension of the Steven's Creek trail. As a resident of Cupertino, I commute daily to Mountain View for work, but because of road congestion and limited bike safe paths, I have to drive to work each day. This is totally unnecessary, as its a perfectly bikable distance, and I'm forced to contribute to our area's ever grow traffic problem.

Despite my inability to use the trail today for commuting, I still use it recreationally and objections based on fears of crime or life quality disruptions are unfounded at best. The south bay has overdeveloped with green space and extended park trail spaces relegated to the mountains and bayside. We need to provide more environmentally friendly usable space for our residents and children, and this is a fantastic opportunity to do so.

Thanks,
Ersin Civanlar

Comment #: 230 **Name:** Tina Mantaring
Date: 5/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for SCT extension
Comment:

Hi!

I'm currently a resident of Sunnyvale, and I would like to voice my support for the plan to extend Stevens Creek Trail. I bike and I run regularly, and I use the trail at least once a week. In fact, I was thinking of moving to Mountain View (near Easy St) so that I could be within walking distance from the trail. I really do like living in Sunnyvale though, and if the trail ends up extending all the way to Fremont/Homestead/280 and beyond, I would seriously consider moving to that area of Sunnyvale as well :)

I'm really really hoping that this project pushes through!

--Tina

Comment #: 231 **Name:** Sarah Luttman
Date: 5/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Steven's Creek Trail Connected Vision
Comment:

I am a resident of Sunnyvale and work in Mountain View.

I often ride my bike to work and for leisure. One of the great benefits of living in the South Bay is the beautiful landscape we have.

I end up on the Steven's Creek Trail for almost every ride I take. I would love to see the off-street trail option extended through Sunnyvale and Cupertino past Hwy 280.

My experience with the trail remains a positive one: a safe and natural resource for walkers, joggers and bikers, connecting neighborhoods. Throughout Mountain View it provides the community a way to connect with our natural surroundings and safely transport across town.

This experience cannot be replicated with street lanes for bikers or sidewalks. Routing riders onto major streets and through neighborhoods creates safety risks and limits access to the route. In short, existing infrastructure does not meet the need that a fully connected trail will meet.

Having lived in a neighborhood before that was connected by a regional trail, I can attest to the value the trail brought to my neighborhood and me personally. It allowed me to bike to work, to shopping and friends, and explore new parks and parts of my community that were previously only accessible by car. Proximity to the trail actually helped in the sale of my house. Neighborhoods that were connected only by street-based bike paths or sidewalks did not have this advantage. As a taxpayer, investment in trails like these staunchly has my support.

For many of us in Sunnyvale, parks and trails in our community provide our main connectivity to nature and the outdoors. I'm excited at the opportunity to be able to access more parks in our community and the open space preserves from a designated bike/walk trail directly.

Thank you,
Sarah Luttman

Comment #: 232 **Name:** Peter Ludemann
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In support of extending SCT
Comment:

To the people who are opposed to the trail: I would be one more car clogging up 85 and getting in your way if I couldn't ride along SCT to work -- it's just too scary to ride on many of the regular streets (I've tried).

For those who are worried about problems from the trail ... in Victoria BC, the Galloping Goose Trail is considered a benefit for those near it, e.g.: http://www.kijiji.ca/b-real-estate/victoria-bc/galloping-goose-trail/k0c34l1700173 http://www.vrbo.com/429150

And NIMBY people can take a look at the bicycles that go through the residential areas of Mountain View to the west of the creek where there's no trail (e.g. https://goo.gl/me0f1c where it's mostly commuters and school kids)

Stevens Creek Trail is a wonderful asset to the area, and extending it can only bring more good to everyone. It reduces traffic congestion, helps people get in better shape, and is great for people who like to take a relaxing walk with their dogs.

Comment #: 233 **Name:** Anthony Vandersteen
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek trail
Comment:

I am 77 years old so I do not ride a bicycle anymore but I do understand the desire of those who do, to be able to ride their cycles from the Bay to the coast. I do not ride but I have walked trails in our area and would like to point something out. For every twenty, considerate , polite cyclists who keep their speed down and ring a bell or call out when they are about to overtake a pedestrian there is always one who hurtles past, sometimes mouthing an expletive and always startling the unwary walker. As we age, we do not hear so well and we prefer a less energetic form of exercise.It is very hard to enjoy walking when we have to be constantly checking behind to see if that bad mannered cyclist is behind. Why do some cyclists believe that they own the trails or should have the monopoly on using them? At one time there was some discussion about having the trail come down Phar Lap Drive. I live just past the hill and curve where Phar Lap joins Mann. I already have to cope with cars that come speeding down that hill as I am backing out of my driveway, I certainly do not want to have to look out for that one bad mannered cyclist who thinks he has right of way past my house ! We have many well marked bike lanes in the area, Mary Avenue, Steven's Creek Blvd, Foothill Blvd, I do not think we need to have the trail coming along residential streets. Robina Vandersteen

Comment #: 234 **Name:** Frederic Gobry
Date: 5/29/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

I'm a resident of Mountain View who uses the Stevens Creek Trail several times a week to commute by bike. Using the trail adds several miles to my route, but I won't consider any alternative:
- the trail is the safest route: despite being in a residential area with bike routes, some drivers are still oblivious of self-powered commuters and cut them. On the other hand, the trail, even at night time, never caused me any concern.
- it's also the most enjoyable route: less stress, less fumes, beautiful surroundings, which improve my quality of life both when I arrive at work and when I'm back home.

I feel particularly lucky to live in such an area, and sincerely hope that my neighbors in Sunnyvale will be able to enjoy better access to the Trail thanks to its planned extension.

Best regards

Comment #: 235 **Name:** Vanja Margaretich

Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek Trail, what I want to see happen

Comment:

To whom this may concern

I have read about the Trail proposal and have the following to say.

I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf, nor should quiet residential streets in Sunnyvale such as Belleville or Bernardo, all of which portions are between Fremont and Homestead to be used for trail purposes. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail. Pretending a street is safe like a Trail endangers both people on bikes, walkers on a trail.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

Vanja Margaretich

Comment #: 236 **Name:** Bozo Margaretich
Date: 5/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail plan
Comment:

To whom this may concern,

I do not want to see the trail to use quiet streets in Los Altos or Sunnyvale. Streets such as Newcastle, Fallen Leaf in Los Altos and in Sunnyvale such as Belleville or Bernardo, all of which portions are between Fremont and Homestead should not be used for trail purposes. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature.

I request that streets such as Fremont & Mary in Sunnyvale and Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail. Pretending a street is safe like a Trail endangers both people on bikes, walkers on a trail.

There are money saving benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm. Pointing trail users down these two options could benefit both cities.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values. The fact that an easement is at the front of a homeowner's yard for more than 40 or 50 years does not mean it is ethical to use that for a trail now.

Bozo Margaretich

Comment #: 237 **Name:** Doug Strauss
Date: 5/29/2015 **Jurisdiction:** Menlo Park **Supplemental Document:** No
Subject: Steven's Creek Train extension to Cupertino
Comment:

Hello,

I would like to share my request to extent the Steven's creek trail to the existing Mary Street over crossing. I currently commute to Cupertino from Menlo Park. For my trip home, I would love to be able to take the Mary street bridge to get to the SCT and eventually Mt. View Caltrain station. Alas the route I must take is dangerous and confusing once I pass the High School. The crossing is dangerous for bikes at the many intersections and it is extremely confusing how I can get access to the SCT. I have made the wrong turn multiple times as I've tried to ride to Mt. View and have given up trying to make this a part of my normal commute.

Please help and extent the trail.

Keep me away from dangerous intersections, sleepy and texting drivers and reduce the number of intersection crossings required arrive safely at home or work!

Thanks you for you consideration.

Doug Strauss
HM: Menlo Park, CA
WK: Cupertino, CA

Comment #: 238 **Name:** Doug Strauss
Date: 5/29/2015 **Jurisdiction:** Menlo Park **Supplemental Document:** No
Subject: Stevens Creek train expansion to Cupertino
Comment:

Hello,

I would like to share my request to extent the Steven's creek trail to the existing Mary Street over crossing. I currently commute to Cupertino from Menlo Park. For my trip home, I would love to be able to take the Mary street bridge to get to the SCT and eventually Mt. View Caltrain station. Alas the route I must take is dangerous and confusing once I pass the High School. The crossing is dangerous for bikes at the many intersections and it is extremely confusing how I can get access to the SCT. I have made the wrong turn multiple times as I've tried to ride to Mt. View and have given up trying to make this a part of my normal commute.

Please help and extent the trail.

Keep me away from dangerous intersections, sleepy and texting drivers and reduce the number of intersection crossings required arrive safely at home or work!

Thanks you for you consideration.

Doug Strauss
HM: Menlo Park, CA
WK: Cupertino, CA

Comment #: 239 **Name:** Hugh Harris
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Bike Trail
Comment:

To Whom It May Concern,

I attended the SCT public input meeting on 5/21. I concur with what many of the speakers suggested. I believe that the trail is a good idea in principle. It would be wonderful to have a nice trail to be used by families for recreation, persons wishing to exercise, and those wishing to bike to work for exercise and reduce traffic. In reality though, the proposed "trail" from the current bridge over 85 to Cupertino will be more disruptive to neighborhoods than a benefit to achieve those goals above unless the disruptions to current neighborhoods are minimized and existing bike paths are utilized.

I would like to make two points that I made at the meeting which are different than that stated by other speakers:

1. The intersection at Fremont Ave. and Bernardo Ave is highly unsafe. I have been involved in a head on collision at that intersection by someone turning left in front of me. To me, it is one of the most dangerous intersections in the county. For reasons I still cannot understand after living in the neighborhood for 9 years, is why persons turning right or seemingly are going straight think they need to yield to persons making a left turn. The signs state that those making left turns need to yield. I imagine people seem to think this intersection has different rules than all others in the US. Because of this, often those correctly waiting to make a left turn until those going straight or making a right turn from the opposite direction of traffic are actually passed from behind by others making a left turn in a very violent way. It is they who are breaking the law yet it creates chaos and danger. In fact, many people run red lights because of traffic frustration there and speed coming from West Fremont under 85 down Fremont going east and seem to miss the traffic light at Bernardo. Given the erratic driving and frustrations at the intersection, I would be fearful for bikers trying to cross the intersection with already very frustrated drivers. It would only take one major accident, or God forbid death, of a cyclist for the whole area to blow up over this. It is an extremely dangerous intersection even the police acknowledge is a problem. The intersection requires a left turn lane on the North/South direction of the Bernardo intersection. Under current circumstances, it is the Wild West!

2. The current crossing guard who works at the Bernardo/Dalles intersection in the mornings and afternoons assisting children going to and from school has stated that if a bike "trail" is placed along Bernardo, the speed of bikers and needs to deal with street and bike traffic while ensuring the children's safety would be too much. I am told he stated he would quit the job if he had to negotiate the safety of the school children with drivers and the bike trail.

Sincerely,

Hugh Harris M.D.

Comment #: 240 **Name:** Chang Hsu
Date: 5/29/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Hello,

My name is Chung Hsu and I am the owner of the property at Belleville Way. My family and I have been living here since 2010 and my house is the first house right next to West Valley Elementary School. I have attended several meetings regarding the trail study over the past 4+ years and, quite frankly, I am appalled that there is even a discussion about establishing a "trail" of any kind through Belleville.

1. It is the main thoroughfare that links the Belleville neighborhood to Fremont Avenue on the north and Homestead Road on the south.
2. West Valley Elementary School is right next to our house. During the morning (7:45-8:00am) and afternoon (2:30-3:00pm) there is HEAVY traffic in both directions as children are being dropped off and picked up from school.

I don't see the point or the necessity of having to link the Mountain View and Cupertino portions and make it cohesive. It will NEVER happen because those trails are true trails (no cars). Any proposals that links Mountain View to Cupertino will involve traffic signs, automobiles, and pedestrians - this is a dangerous combination.

Please reconsider to STOP this feasibility study once and for all and to use the existing infrastructure.

Best regards,
Chung Hsu

Comment #: 241 **Name:** Elizabeth Binkley
Date: 5/29/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

To Whom It May Concern,
My husband and I have lived in Sunnyvale for 17 years. We are recreational cyclists and bike commuters, and now have a 2.5 year old son who also enjoys rides on the bike. One of the main reasons we still live in Sunnyvale is because of the Stevens Creek Trail and other area bike trails. Over the 17 years, we have enjoyed the Stevens Creek Trail countless times for recreation and commute, both on bikes and more recently for stroller walks. We strongly support the extension of the trail and also strongly feel it should be extended as an actual trail as long as possible rather than using roads. The creek trails are a huge bonus to the area and are used and loved by many. It is one of the things that sets our area apart from other urban and suburban areas in the country.

Thank you for your consideration.

Elizabeth Binkley
Sunnyvale 94085

Comment #: 242 **Name:** Lisa A. Davis
Date: 5/30/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Sunnyvale and Mountain View City Councils:

I am highly in favor of a safe and beautiful Stevens Creek Trail extending from the Bay Trail to the Ridge Trail. I believe our city needs to continue in its endeavours to provide its citizens such options. Please vote in favor of extending the Bay Trail to the Ridge Trail. I encourage you to utilize the trails personally so you can see the extensive benefits this trail provides the community. These include: Increased property values, reduced traffic, less pollution, safer routes to schools, and better access to parks.

Sincerely,
Lisa A. Davis
Mt. View Resident

Comment #: 243 **Name:** Karl Hansen
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail - At What Cost.. And in who's Front yard?
Comment:

Dear Jan,

Having read much of the proposed plan, I am deeply concerned over many costs and concepts that have been proposed.

I have personally walked and ridden on the path that currently exists. It's appeal is based on the fact that it if OFF the STREETS, and is based on prior large areas of right of way, much of which was created by the construction of Highway 85.!

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear. More importantly, it contains no input from riders who have reached the existing overpass terminus. IF THESE PEOPLE WERE POLLED, I think you would find that the ONLY real value to an extended path would be in accessing the existing bridge over Highway 280 at Mary. To build another multi-million dollar bridge elsewhere borders on insanity, and obvious total lack of fiscal responsibility!

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. Plus, the economic impact to the residential areas could easily reach hundreds of millions of dollars! The proposal to use a street like Fallen Leaf Lane seems utterly absurd to me. Seriously, would you want this trail crossing in front of your multimillion dollar home on Parma Way?!

Again, there are enormous benefits to using existing facilities, like the I-280 bridge on Mary, and the existing bike lanes on Mary. That gives a far better return on investment.

Putting a Trail on residential streets disrupts neighborhoods, and ultimately achieves no real return to the user. Don't change the character of the city, which we chose when we bought here.

Please feel free to call me if you do not agree with these thoughts.

Thank you for your ongoing service to our community.

Sincere regards,

Karl

Karl Hansen

Comment #: 244 **Name:** Lisa and Richard Harmon
Date: 5/30/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Proposed Mockingbird Lane Access of Stevens Creek Trail
Comment:

To Whom it May Concern:

As a resident of Sunnyvale, and a homeowner living on Mockingbird Lane, we are writing to express our concerns about the proposed option of extending the Stevens Creek trail by creating a pedestrian/bicycle bridge at the end of our street.

We have lived in the 900 block of Mockingbird Lane for over 20 years. Throughout those years, we have seen crime on our block alone rise due to the homeless, wandering teenagers and criminals on the run accessing Stevens Creek by climbing over the barricade. On our street we have had cars broken into, bicycles stolen, and are concerned that creating a foot path would only increase the traffic and potentially the crime in this area.

Although we support the Stevens Creek trail and open space, putting the bridge at Mockingbird Lane isn't the right course of action. Continuing along city streets to Fremont and Bernardo gives much more space to build an access route that is safer for homeowners and families in the area.

Thank you very much.

Lisa and Richard Harmon

Comment #: 245 **Name:** Mary Fran Miller
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Support for Stevens Creek Trail from the Bay traul to the Ridge Trail
Comment:

As a Los Altos resident of 20 years, I am a long time user of the Stevens Creek Trail as a foot & bike path. Due to car size, traffic and distracted driving, I've relied more on the trail as a carbon free transportation option even if it means adding time and mileage to my route. In the interest of safety, health and community, please increase our options to get off our busy streets and make them less busy!

Mary Fran Miller

Comment #: 246 **Name:** Jesse Savage
Date: 5/30/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please support Stevens Creek Trail extension
Comment:

Hi,

Continuing to invest and extend the Stevens Creek Trail is very important to me and my family. We use the trail regularly. It is a very important feature of this part of the bay area, i.e. not only as a family, as someone who works and commutes on this trail, and as a homeowner in the area. For me, having bike lanes on city streets is not a good alternative -- the biggest reason being that it is not nearly as safe for me and my kids. And in general, I would love to see our community embrace and support more bike commuting as our local populations have grown, for the environmental benefits, etc. Investing in this key infrastructure seems like a great investment in our community, our cities, our neighborhoods, and future.

I strongly support the Stevens Creek Trail extension -- and urge you to help represent my voice in these discussions.

Thanks very much!

Jesse Savage

Comment #: 247 **Name:** Kurt Wampler
Date: 5/30/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT Feasibility Study Comments
Comment:

Dear Working Groups and City Council Members,

I am a resident of Sunnyvale; my home is situated along South Bernardo Avenue between Fremont and Homestead. I've lived at this location for the past 32 years.

I have often enjoyed bicyling the completed sections of the Stevens Creek Trail in Mountain View, riding from my home up to Shoreline Park and back. Mountain View has done a great job with their portion of the trail, and I have been delighted to benefit from their accomplishments.

I have reviewed the Draft Feasibility Study report, and I commend the research that has been done. If it is possible to obtain the necessary permissions and easements to extend the trail south from the Sleeper Avenue Bridge down to Fremont Avenue, without routing on existing residential streets, I would like to see that portion developed. Failing that, a terminus at Mountain View High School would be desirable in its own right.

I, along with the overwhelming majority of my neighbors with properties along South Bernardo Avenue, south of Fremont, are adamantly opposed to the idea of turning our portion of Bernardo into a one-way street for motor vehicles and routing a paved bike lane next to the Fwy85 sound wall. This is nowhere near the creek, and it would greatly compromise access to our homes. It would have the negative effect of pushing more cars east onto Wright Avenue. It would interfere with the ability of service and emergency vehicles to serve our neighborhood. The artist's conception also seems to ignore the manhole locations along the existing sewer infrastructure underneath Bernardo, which will need to continue to be accessible. A number of other neighbors have also voiced concerns about routing additional bicycle traffic through the Bernardo/Fremont/Fwy85 intersection, which is terribly hazardous for pedestrians and even vehicles. I share those concerns.

I side with all residents in Sunnyvale, Mountain View, Los Altos, and Cupertino, who oppose having their existing residential streets compromised by the insertion of pedestrian/bike paths. None of the four cities should go against the opposition of the residents whose properties are located along these residential streets.

It is clearly not feasible to route the trail along Stevens Creek itself between Fremont and Homestead without purchasing and demolishing a long string of homes whose back yards abut the creek corridor. Such a process would be prohibitively expensive, and would potentially take many decades.

Providing one or more marked connecting options through Sunnyvale seems to be a reasonable compromise, considering all of the existing constraints. Although Remington and Mary Avenues take the rider far from the creek, the existing bridge provides a safe way to cross Fwy280. I've often ridden Belleville Way and Fallen Leaf Lane between Fremont and Homestead. These streets are comfortable to ride on in their present form and need no alteration. The Foothill underpass is also a good way to cross FW280. A connection from near that underpass to Rancho San Antonio Park routed through open space would be very desirable, provided that the necessary easements for right of way could be secured.

I strongly encourage the study committees and city councilmembers to listen to the public feedback from residents, and treat those of us residents whose homes lie along proposed trail and/or connector alignments with respect. I do not want to see my own neighborhood compromised, and I want to see the properties of homeowners in surrounding neighborhoods protected as well.

Sincerely,

Kurt E. Wampler

Comment #: 248 **Name:** Tinaz Sheerer

Date: 5/30/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek trail Comments

Comment:

Hello – I attended the City of Sunnyvale meeting regarding the access points for the Stevens Creek Trail expansion. Obviously, the majority of residents do not want to spend more taxpayer money on this project and the residents were also very upset about their streets and neighborhoods being changed.

I am a resident on Mockingbird Lane, which is listed as an option for adding a bike/ped bridge. My neighbors and I are absolutely against adding access to the trail on our street. This is a quiet street between Knickerbocker and Morningside. Already, we have an occasional speeder that has figured out that our street can connect to Bernardo. If this location gets put on the map as an access point for the trail it will encourage more drivers to use our street. We have lots of small children and elderly people living here. We all chose to live on a QUIET street! The trail will also encourage more bicyclists and pedestrians to use our street, not to mention all the people that will drive here with their bikes and park in front of our homes. I see it every day on Heatherstone. The foot, bicycle and car traffic has increased dramatically.

There is already a crime and trespassing problem at the end of our street because of the access to the creek. Teenagers often climb the fence to party in the wooded areas. They have stolen bikes from some of the houses there as well as items out of people's cars. With direct and open access, this activity will only increase. I have explored the open space and there is a giant homeless camp back there. Have you seen it??? If you are a decision maker you should explore this area. Not only are there elaborate tents and chairs set up for a large group of people, but there a bikes and bike parts everywhere. They are not just homeless, they are acting as criminals stealing bikes. This should be taken seriously. A direct access to the trail will increase crime in our neighborhood. This street and the surrounding streets have already experienced several home invasions. We are not going to tolerate any project that increases that risk.

The Heatherstone/Dale bridge is close to our neighborhood. Many of us enjoy using it as well as the trail. But, it doesn't make sense to put another access point so close to it just to get to another open space trail. This would be at the detriment to our quiet neighborhood. If another access point must be developed, Remington or Fremont would make better locations. They are busier streets, they are wider, and they already have bicycle lanes.

As many residents stated at the meeting, make Knickerbocker, Bernardo, Remington, and Mary more visible as bicycle routes. Improve the section of Mary that doesn't have bike lanes. Make that path to the bridge over 280 more visible and biker/pedestrian friendly. There are shops, schools and neighborhoods all along those paths, which make it accessible and convenient to residents without imposing on people's quiet neighborhoods. And this will be much more cost effective. With such a poor economy (California is drowning in debt!) our city should set an example of being thrifty and smart with taxpayer funds. The funds belong to the people, not to the city employees. Do not spend it on more projects that the majority are against. The schools, parks, roads and libraries are much more important.

I hope this message will be heard by the decision makers. Please let me know when a decision will be made. Many of us are waiting anxiously.

Thank you,

T Sheerer

Comment #: 249 **Name:** Jeff Monaghan
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail
Comment:

Please do not use Fallen Leaf, Bellevile, or Bernardo to extend the trail. The neighborhoods and houses along those streets would suffer a substantially negative impact.

Jeff
Los Altos

Comment #: 250 **Name:** Caren and Nick Kalogrides
Date: 5/30/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Adding / Changing SCT bike paths
Comment:

Dear City Council,

I hope you take a minute to share this among yourselves and consider what the residents are saying to you.

We are against the proposed changes coming into the Belleville neighborhood. Why?

We already have a bike path that comes up Fremont to Mary (or) Fremont to Grant Rd. From both of these routes one could go over into Cupertino.

Making changes to a established neighborhood for the purpose of having a bike path is unnecessary. It's expensive. It's intrusive. It removes parking. That directly hurts homeowners by taking value away. Why would you do that? Have you ever heard that disallowing parking privileges is a desired feature a buyer would want? Of course not! Parking is a feature that all people want and need! Take a drive down any neighborhood street and see for yourself- people use street parking everyday of the year.

I am a Real Estate Broker serving this community since 1978. I have never had a buyer ask for limited/restricted parking!

Who is going to compensate these homeowners for the loss in value due directly to the loss of street parking?

We are casual bicyclists and frequently use the SCT. To get there, we bike down Belleville and down Fremont Ave to Truman and meander thru the neighborhood (which by the way there are no bike lanes) to reach the trailhead.

It works just fine getting there and coming back without having bike paths running thru the MV neighborhoods.

So why impose bike paths onto Sunnyvale residents? On the flip side, what if the use isn't great enough to warrant the loss of parking? All of this for not much gain. Crazy.

We have attended several neighborhood meetings. We hope you are listening.

Caren and Nick Kalogrides

Comment #: 251 **Name:** John Fetter and Janet Clauson
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments on Stevens Creek Trail
Comment:

Dear Sirs,

It is our opinion that any route for the Stevens Creek Trail should not allow any interaction between cars and pedestrians/cyclists. We believe that "none of the above" must be one of the options.

Over the years, family members have been users of the Trail, enjoying the benefits of a nearby bike path completely separate from cars. We have participated in group bike events and greatly appreciated not having to worry about a young, wayward cyclist mixing it up with a car. We remember the dread of crossing Moffett Boulevard before the pedestrian overpass was installed, witnessing many near misses due to misbehavior by drivers and cyclists alike. Any route that shares a roadway with cars will invite accidents, drastically changing the character of the Trail.

We live on Farndon Avenue, a block off Fallenleaf Lane. We are strongly against using Fallenleaf Lane as a Trail route, as we believe it will negatively change the character of the street and the neighborhood in a way that is unfair to current property owners.

Sincerely,
John Fetter
Janet Clauson

Comment #: 252 **Name:** Dong Zheng
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Support of Steven Creek Trail - Fallen leaf Lane option
Comment:

Dear Sir/Madam,

Linking Steven Creek Trail from Mountain View to Cupertino will benefit residents of whole bay area, providing a great venue for relaxing, exercising and observing nature. I hope it can be finished as soon as possible. I support the Fallen Leaf Lane option, which is along the creek, and is the shortest path and needs least effort to make the connection.

Best regards

Dong Zheng

Comment #: 254 **Name:** Anthony Lantosca
Date: 5/30/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT
Comment:

to whom it may concern,

as a resident of the fallenleaf lane area I would urge you to use the existing routes for the connection of the Stevens Creek Trail.this area is impacted enough with traffic on Fremont ave.and the new Stanford clinic location.thank you.

yours truly,
Anthony Iantosc

Comment #: 255 **Name:** John A. Hohulin
Date: 5/30/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To whom it may concern;

The purpose of this email is to wholeheartedly endorse the extension of the Stevens Creek Trail. I am frankly shocked and stunned that anyone could possibly be opposed to this; the bike trail adds a tremendous amount to quality of life in the area by promoting exercise and offering family-friendly activity, not to mention enhancing public safety. (Having ridden in the area myself, I can personally testify that anyone who claims bike lanes on busy streets are safe enough is quite misguided in their thinking.)

On top of that, the Trail makes homes more attractive to buyers and enhances property values in the surrounding area. I fail to see how that's a bad thing. Please pay no heed the nattering nabobs of negativism who oppose the Trail, and continue to develop this wonderful community resource.

Feel free to contact me if you have any questions.

Regards,

John A. Hohulin

Comment #: 256 **Name:** Jim Alsup
Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello,

I am writing to state my opposition to the all the proposed routes involving existing streets of Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. A viable path does exist that mostly follows the creek and any other path is not only dangerous due to traffic, but undesirable by the public at large. Please do not allow a few property owners that long ago organized a campaign with the water service company to try circumvent this route to win the day. The water service district can be dealt with - they answer to the public just like you do. Let the public decide this issue by the putting the creek route on the ballot and asking the voters to vote. A yes vote will force the water district to do the right thing.

Thank you,
-Jim Alsup

Comment #: 257 **Name:** Lorien Cunningham and Kenneth Dyke

Date: 5/30/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: No to fallen Leaf Lane, Belleville and Bernardo

Comment:

Much as we love the idea of the Stevens Creek Trail, we feel strongly that Fallen Leaf Lane, Belleville and Bernardo are the absolute wrong ways to go about connecting the trail through. We live off of the single-lane each way portion of Fremont Ave. that travels through Los Altos just beyond the Highway 85 exit at the Sunnyvale border. Since the new implementation of the horrendous light cycle timing at the Bernardo, Hwy 85 On Ramp and Belleville signal lights due to the new 85 Meters by CalTrans activated in January 2015, we're already dealing with gridlock and bumper to bumper traffic down Fremont Ave. as far as Grant Road many days.

In addition, the city of Sunnyvale has allowed Stanford and LPCH free reign in completing their medical clinic facilities at the 1195 W. Fremont address without any regard to the impact that will have on worsening an already stressed to capacity series intersections right where it's entrance and exit driveway will be. The addition of the SCT reach through these intersections and across this heavily traveled driveway at the new clinic in order to connect the trail through to Bernardo, Belleville or Fallen Leaf is nothing but absurdity whey layered in to the existing traffic and safety nightmare this area has become.

As the Joint Feasibility study did not apparently take into account either the new traffic pattern that has developed since January 2015 when the metering lights were activated, nor this new 1195. W. Fremont Lucille Packard Children's Hospital Clinic, the findings of the study that found these three streets to be viable safe routes is no longer accurate. The cities and SCT commission have a duty to repeat the feasibility study under these new conditions before any of these three routes could or should be considered viable.

I would strongly prefer that the SCT use existing infrastructure and be connected through using the existing widened bike lane on Mary Ave. between Fremont and Homestead instead of Bernardo, Belleville or Fallen Leaf Lane and that it connect through to the already completed cycle/pedestrian overpass behind Homestead High to cross Highway 280.

Sincerely,
Lorien Cunningham and Kenneth Dyke

Comment #: 258 **Name:** Janis Schmidt and David Pariseau
Date: 5/31/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Proposed Stevens Creek Train on Fallen Leaf Lane
Comment:

Esteemed Representatives:

My husband and I feel strongly that the proposed trail on our street is a HUGE mistake. This trail would have a negative impact on our neighborhood, be dangerous to cyclists, as there are numerous driveways and many blind spots, and negatively impact the security of our neighborhood. We have had numerous break-ins recently and increasing traffic it would increase petty crime.

We do not support the move to put the Stevens Creek Trail on our street and feel it would be detrimental to our neighborhood, without providing any kind of "Trail" experience to the "Stevens Creek Trail".

Janis Schmidt and David Pariseau

Comment #: 259 **Name:** Jim Elliott
Date: 5/31/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments on Proposed Trail Alignment
Comment:

Hi,

I've lived in the Oakdell Ranch subdivision for more than 35 years and am writing to voice strong objection to the proposal that the Stevens Creek Trail extension be routed along residential streets in our neighborhood.

I also find the notion of building a second bridge over I-280 a little less than a mile from the existing bridge at Mary Ave. to be ludicrous. In these times of constrained budgets and crumbling infrastructure there are better ways to spend the tens of millions of dollars such a bridge would surely cost.

Routing the trail through our neighborhood would completely destroy the tranquility and privacy that residents here have enjoyed for over 50 years. I envision an increase in crime, vandalism, litter, graffiti and rowdiness, not to mention dog waste fouling our streets and sidewalks. The addition of oversized bike lanes and possible elimination of some on-street parking would adversely impact the flow of automobile traffic and complicate the parking situation for contractors, repairmen and visitors.

I urge you to consider alternatives that would make use of arterial streets where bike lanes already exist, and incorporate the Mary Avenue bridge.

Thank you for your consideration.

Jim Elliott

Comment #: 260 **Name:** Sooklil Chun
Date: 5/31/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Bike trail
Comment:

I am a resident on Bedford Ave. , Sunnyvale.
Comments on the trail:
I don't understand why we need new trails thru the narrow street risking kids safety
and disturbing peace in the neighborhood.
Use existing bike lanes in Fremont Ave. , Mary Ave. and Mary Ave. overbridge to connect to Stevens Creek.
If Sunnyvale has money to spend on this project, use them on schools, library and safety of tax payers.
I strongly object to build new trails thru the street with full of kids.
Fremont Ave and Mary Ave have minimum number of kids and bike lanes are there already!!!!!

Sooklil Chun

Comment #: 261 **Name:** Danielle Arvanitis
Date: 5/31/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Expression of support for SCT extensions
Comment:

Hello,

As a recreational cyclist, former resident of Mountain View, and new resident of Sunnyvale who lives 2.5 miles from work and would love to get there by bike, I would like to register my support for the proposed Stevens Creek trail extensions. Fundamentally, I would like to safely get to bike trails by bike on weekends for recreation, and would prefer to ride car-free trails if commuting by bike. Unfortunately, commuting by bike on city streets is still far too dangerous in the Bay Area despite the stellar weather, and the only way many people might be willing to help our environment in this way is by not offering up our lives to automobile drivers on a daily basis.

Please keep my personal details private.

Thank you,

Danielle Arvanitis

Comment #: 262 **Name:** Vincent Scheib
Date: 5/31/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: In Support of the Stevens Creek Trail extension
Comment:

Hello, I have lived near the Stevens Creek Trail in Mountain View, just north of Central Ave, for 5+ years. I'm writing in support of the trail extension for both personal and public reasons.

Personally, I've found nearby access the the trail a major benefit to my life. I use it several times a week for cycling and walking. I enjoy the additional pedestrian traffic it brings through my neighborhood, creating a feeling of meeting people face to face and enjoying the outdoors together. I also enjoy the access it offer me to nearby parks, farmer's market, and downtown Mountain View. An extension of the trail would offer me personally access to longer bike rides and additional parks and neighborhood access.

I believe the general public will benefit for the same reasons. Narrow strips of park that stretch through residential areas brings access to many. Building upon the established success of Stevens Creek Trail multiplies the results of the effort, because the longer system is much more valuable than e.g. the same distance in unconnected groups. This trail project, though with an initial cost, will benefit many generations of residents as the cities, residential households, and community culture embrace it.

Comment #: 263 **Name:** John Brower
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail - Widening Fallen Leaf Lane
Comment:

Esteemed Representatives

I don't believe that the local government should take private property on Fallen Leaf Lane to widen the Stevens Creek Trail.

The removal of 260 trees, 27 hedges, 10 stone walls, 21 fences, and several retaining walls, lawns, and driveways will cause irreparable harm to the Fallen Leaf Lane neighborhood. It also will decrease the security for residents living in the area.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

I urge a no vote on the current feasibility study.

John Brower

Comment #: 264 **Name:** Jo Ann Brower
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail - Widening Fallen Leaf Lane
Comment:

Esteemed Representatives

I don't believe the local government should take private property on Fallen Leaf Lane to widen the Stevens Creek Trail. Jean Mordo gave a speech while running for city council that he would work with the community to maintain the Charm of Los Altos. I agree with him. The removal of 260 trees, 27 hedges, 10 stone walls, 21 fences, and several retaining walls, lawns, and driveways will
not maintain the charm of the community.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

I urge a no vote on the current feasibility study.

Comment #: 265 **Name:** William Lynch
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments
Comment:

Please provide Environmental Impact Report to all property owners affected by the SCT project. Please provide statement regarding property tax reduction to home owners on Fallen Leaf as a result of city exercising right to properties on Fallen Leaf.

Comment #: 266 **Name:** Larry Dean
Date: 5/31/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Alignment Considerations
Comment:

Dear Study Team –

Great work and effort in getting the different approaches through Mountain View/Sunnyvale and Los Altos defined. In getting the trail to Homestead Road and/or Foothill Expressway, My preference would be to do all of your alternatives except the Mary Avenue path for a number of reasons:

The Highway 85/Belleview/Fallenleaf alternatives keep the route as close to the actual creek as possible;
It emphasizes "off busy corridors" routes, which is key for safety, ease of use and will be an amenity to the neighborhoods;
It brings the trail to the several alternative approaches over 280: the special under/overpasses into motor-quiet neighborhoods that are bike/ped friendly and safe, or a gateway up Foothill Expressway.

I understand that neighbors along Belleview, Fallenleaf and perhaps the both Cupertino areas are concerned, and the plan should mitigate their concerns as much as possible. Nevertheless, bringing the trail up to Homestead near the creek is the right thing to do.

Foothill Expressway with major bike/ped enhancements such as a Class 4 bikeway from Homestead Road to Cristo Rey is a viable, but s weaker substitute for the actual trail/gateway to the Madera/Peninsula Ave port. You might consider A Class 4 bike/ped way up the center of Foothill Expressway (like on El Monte near Foothill College) that could be a safe bike/ped gateway from Los Altos to Cupertino and a major amenity for Cupertino Residents who want to walk to Homestead Plaza. The SCT could then somehow go down Creston to Varian Park and then connect to Stevens Creek Blvd. This connection could be a path along the creek right of way, via Amelia Court/Cupertino Road, or event a bridge across Stevens Creek Blvd at Crescent Road.

So to recap, my opinion/support would be to align the trail on the West side of Hwy 85, following the creek as best possible, and end with multiple options to get over/under around 280 on the West side.

Thanks again,

Larry Dean
35 Year Resident of Monta Vista
Walk, Bike Cupertino

Comment #: 267 **Name:** Robert Sampson
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Alignment Options
Comment:

I prefer the alignment option that follows the creek as much as possible and then follows Fallen Leaf Lane to Homestead Avenue. Belleville Way could also be an acceptable option, but Fallen Leaf Lane has less traffic, is fairly broad to accommodate bike/pedestrian lanes, and would tie in better to Foothill Expressway which has a lot of bike traffic. This route would also pass closer to Foothill Plaza Shopping Center which has a bike shop, coffee shops, and other amenities that could be useful to someone traveling a long distance on the trail.

From Homestead on, I prefer the "Connecting to I-280 over-crossing" path that follows Stevens Creek most closely.

Thanks,

--
Robert Sampson

Comment #: 268 **Name:** David Newswanger
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Opposed to Belleveille Way option
Comment:

I am opposed to the Belleville Way option because of

1. Parking problems for residents.
2. Parking problems for West Valley School
3. Heavy traffic during school drop-off and pick-up
4. It is a busy thoroughfare that may be hazardous for bicycles

David Newswanger, Belleville Way resident

Comment #: 269 **Name:** Susan Newswanger
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am opposed to the bike path going down Belleville Way. West Valley School needs parking for parents on both sides of the street and it is not wide enough to permit the bike lane with parking. The school traffic would make it dangerous for bikes. Parents seem to be in a hurry and race down the street. I made my children ride their bikes down Bedford because of this. I hope you will consider another option.

Susanne Newswanger

Comment #: 270 **Name:** Sandra Mitro
Date: 5/31/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Comittee Members

I have some concerns relating to my property..

1. My property line begins 20' from the center of the street. That leaves less than three feet off the pavement which was city land. When the city decided it was no longer going to take care of curbside trees, the tree, and I am assuming the land beneath it was given to me. Will I be compensated for any land taken from me?

2. Will I be compensated for the decline in my property value. Who will want to purchase property where the front yard is a trail?

3. I have had a Civil Engineer look at my driveway. If any land is taken, my driveway would be too steep to be usable. Would you be re-engineering my driveway so that it would be usable, which would mean re-building my garage at a higher elevation?

4. Who would be liable if a bicycle collides with my car as I am backing out of my too steep driveway?

I would like answers to my concerns.
The following are still a concern to me also.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In conclusion, I would like to state that you will be putting bicyclists at risk. They will think that they are safe. In reality, they will only be riding past many driveways on a residential street. I can see many lawsuits coming from this.

Again, I would like answers to my concerns.

Thank You,

Sandra Mitro

Comment #: 271 **Name:** Carlene Nakagawa
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

Hello,

I live in Sunnyvale, and support the Stevens Creek Trail extension.

Thank you,
Carlene Nakagawa

Comment #: 272 **Name:** Fay Palermo
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In favor of extending Stevens Creek Trail to the south
Comment:

Hello,

My husband and I have been driving our bikes to Shoreline just to hit the bike trails along the bay and Stevens Creek. We have lived in Sunnyvale since 2006 and would love to have an entrance to the bike trail near our home, which is a few files away from the nearest Heatherstone overpass. We once lived in Santa Clara close to the bike trail before that would connect us to Baylands Park and Alviso. We missed that. So, we are hoping that a bike trail would soon open in Sunnyvale for us one day. Now, is the time. We would like to voice our concern that we are definitely in favor to extend Stevens Creek Trail. Please vote in our favor. The bike trails are one of our family enjoyment now that we have a young daughter who enjoys biking along the bay trails.

Thank you.

Fay Palermo

Comment #: 273 **Name:** Mohit Aron
Date: 5/31/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Please don't intrude on my street
Comment:

Hello representatives

I live on Fallen Leaf Ln which is a nice quiet street. Please don't enroach on our houses by creating a trail on it - you'll be destroying so many precious trees and you'll completely change the character of the street. There are so many other viable options that will not destroy neighborhoods in this fashion. Please choose one of those options.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please respect the sanctity of our neighborhood on Fallen Leaf Ln and please do not touch this street.

- Mohit

Mohit Aron

Comment #: 274 **Name:** Collin Cheng
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: A Student's Opinion on the Fallen Leaf Bike Trail
Comment:

Honorable Members,

My name is Collin Cheng, and I am a rising sophmore at Homestead High School. Although considerations are being made to place a bike path on our street of Fallen Leaf, this is against the voices of the people. The American dream, is to one day live in a peaceful, prosperous, and positive neighborhood, in a wonderful house with friendly neighbors. For the past 50 years, Fallen Leaf Lane has endured as a symbol of American prosperity and serenity. Adding a bike path would destroy that dream, and invite crime into this neighborhood. Several feet of precious hard earned land, would be snatched away from hard working citizens, to be placed into the hands of strangers, roaming through our streets. Just in the past several weeks, over a dozen houses have been robbed in broad daylight, with the perpetrators still at large. By adding bike paths, new criminals can wander into Fallen Leaf, rob our neighbors, and flee on their convinient bike path. Not only that, but an increased amount of traffic will disturb people trying to concentrate on their work, or enjoying the precious amount of time that is not work related. Other concerns for this trail are the following:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

As a student growing up on Fallen Leaf, I am concerned about the effects of this trail on the well being of my family and neighbors. With the increased amount of traffic, noise and crime are sure to follow in the footsteps of this trail. Not only that, but concentrating on work or enjoying life would be more difficult, with the traffic bombarding our humble neighborhood. If the honorable delegations would like to examine our street, our neighbors are standing arm in arm, to defend the integrity of our neighborhoods, families, and homes. We stand united, to re-affirm our principles, and defend the american dream. Please take these thoughts into consideration, as you make your decisions.

Best Regards,

Collin Cheng

Comment #: 275 **Name:** Gregory Ruhf
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: I am opposed to the Fallen leaf Ln Stevens Creek Trail
Comment:

Esteemed Representatives

I am a resident of Louise Ln and do not want a bike trail in front of my home.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Regards,

Gregory Ruhf

Comment #: 276 **Name:** Jean Pommier
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

First, I want to thank you for the considerable investment in time and money that you put in this study. I'm amaze at the level of details and the effort to find a solution to this key issue of urbanization.

Now, I'm stunned to hear that some people would consider mere bike paths on busy roads as a solution to the problem of joining the Bay Area and our surrounding hills via a natural and safe corridor. How people can think and dare to compare a protected trail with some painting on asphalt on roads shared with thousands of vehicles. It is hard to believe that these citizens really know or have experienced the danger of cycling or running in our neighborhoods! Especially at a time we still experience fatalities and deaths among our population, and children in particular!

I've lived in Cupertino for 17 years, I am a US citizen, and a Chief Technology Office at IBM, head of our office in San Jose, Alviso. I am also an avid and elite ultra marathon runner and wrote several times about the wonderful trails we have either on the Bay side (Shoreline, Palo Alto Baylands, Alviso) or the hills with trails I ran up to Skyline and down to Big Basin or Santa Cruz. I even covered this trail or related events in my blog in many occasions: http://fartherfaster.blogspot.com/search/label/Stevens%20Creek%20Trail (click on Older Posts at the bottom to see more than the first 3 posts).

That being said, and while the existing trail through Mountain View is amazing, it is really a pain to run on streets between Rancho San Antonio and Dale Avenue in Sunnyvale and Cupertino in particular.

I'm encouraged to see the various solutions you highlighted in your study and trust that you will not drop the ball by listening to people who oversimplify the issue by promoting some basic painting of a bike path on busy arteries.

Yes, unfortunately, it is costly to address the urbanization flaws that previous generations created when building Highway 85 without considering the protection of natural habitat and not planning properly to include a trail along Stevens Creek. Shame on us already for having let the cement factory and quarry kill the Creek, it is up to us now to fix the situation for our children!

Thank you for your consideration, and your action to finally create the trail we are missing along 85 to connect the Bay to our hills,

Jean Pommier

Comment #: 277 **Name:** Jack Ip
Date: 5/31/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's Creek Trail on Fallen Leaf feedback
Comment:

To Whom It May Concern,

A Steven's Creek trail going along Fallen Leaf Lane is possible without tearing up the neighborhood.
Why rip up the street, kill hundreds of trees and plants, and make everyone unhappy.
There doesn't need to be a dedicated lane for this trail. Why not just ban street parking so there's
enough room for bikers? That's probably a better option than taking back 9 feet from the front of houses.

And also, should strongly consider going up down Fremont going West and up Grant Road as there are dedicated lanes already.

The new Stanford Medical Offices that is going up near 85/Fremont, will bring so much traffic. Might even consider routing the Steven's Creek trail away from this. It could be a safety concern with the increased traffic.

Jack Ip
Fallen Leaf Resident

Comment #: 278 **Name:** SuzanneGallagher
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail connection
Comment:

Valued representatives:

Thank you for your consideration of my concerns. I love our south Los Altos neighborhood! It's quiet charm is wonderful. This project will totally change that.

This Sunday I drove down the foothill expressway on my way to Magdalena and 280 and was overwhelmed by the groups of 25+ bikers. There were many groups zooming along between Arboretum and Magdalena . I was shocked at the sheer numbers and realized that this could be the quiet street I love. Our quiet sidewalk free, single lane streets are just not ready for this 24x7 traffic

I also worry about the speed at which these folks travel. My small court with its 8 houses has 9 small children . I fear for their safety . There are also many older folks like myself who don't jump out of the way well, don't hear so well, who enjoy walking. I worry about being hit by a group.

Please don't use our tiny street when options like Mary in Sunnyvale already exist and connect so much more efficiently !
Thank you so much for your kind consideration.
Most sincerely
Suzanne Gallagher

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Suzanne Gallagher

Comment #: 279 **Name:** Mariellen Grandsaert
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stop using Fallen Leaf for Stevens Creek Trail
Comment:

Los Altos Representatives

Please STOP considering using Fallen Leaf Lane as a connector street. It is already congested with bicycles from the local schools and numerous others that have no respect for on coming cars. It is not safe for a trail, it was not designed to house a trail, please STOP

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

It only makes sense to use Mary Ave. and the existing bridge, it is already wide enough and has a direct route. We have enough congestion in Los Altos, with Stanford coming to Fremont, it was be worse please don't make it impossible

Mariellen Grandsaert

Comment #: 280 **Name:** Al Belmonte
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SC Trail
Comment:

I live in the neighborhood near Fallenleaf. I support the trail. It's good for biking and will reduce car traffic.

Comment #: 281 **Name:** Kellie Johnson
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Trail Connected Vision
Comment:

To Whom It May Concern,

I live in Mountain View, approximately 1 mile from a Stevens Creek Trail entrance. I work in Cupertino, which is currently a 15 minute drive. I moved to Mountain View more than four years ago and I've seen traffic steadily increase year over year. I'm concerned about a continued increase in traffic both on 85 and El Camino. I know separate efforts are underway to address El Camino traffic, but one way to reduce 85 traffic is to connect the Steven Creek Trail. I would prefer to ride my bike to work everyday, but the roads I'd have to take are not safe for biking. Multiple injuries and at least one death have occurred from riding the roads I would use to commute if biking. It's simply not worth it.

I'm not alone. I have many co-workers who would also ride their bikes to work if they were provided a safe commute alternative. Please consider connecting the Stevens Creek Trail within the cities of Mountain View, Cupertino, Sunnyvale and Los Altos.

Thank you for your time and consideration,
Kellie Jensen

Comment #: 282 **Name:** Thomas Everman
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Support for Stevens Creek Trail Extension
Comment:

I am a 22-year resident and homeowner in Cupertino. The past eight of those years, I have worked at Google on the Mountain View campus. I commute between my home and Google by bike an average of two days a week. I generally use the existing Stevens Creek Trail between Sleeper Ave. and the Google campus. I use city streets for the remainder of the commute.

During the time I've used the trail, I've noticed more and more usage at commute times. On those days when I commute by car, I've also noticed significant increases in road congestion. Companies like Google as well as the municipalities along the proposed trail extension have goals toward reducing single-passenger car commutes. The trail extension opens up bike commute options for more citizens, with community benefits in reduced traffic congestion, better air quality, and more recreational opportunities.

Over the last several years, I have had first hand experience with several trail improvements and extensions, including the bridge over Moffett Blvd., the tunnel under El Camino Real, and the extensions to Sleeper Ave. and over Highway 85. These extensions have improved my personal commuting experience, and I am particularly pleased to be able to avoid busy segments of Grant Road. I expect the same kind of benefits from the proposed extensions, and I hope for the day when I can ride the Stevens Creek Trail all the way from Stevens Creek Blvd. to Google.

Thomas Everman
Cupertino, CA

Comment #: 283 **Name:** Akos Toth
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail feasibility study
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:
Creek Corridor path and City streets, with Fallen Leaf Lane option and Connecting to I-280 Overcrossing.

Thank you for your consideration.

Sincerely,
Akos Toth

Cupertino

Comment #: 284 **Name:** Gerald Hopkins
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Sirs & Madams:

I am writing to express my opposition to any configuration of the Stevens Creek Trail involving the use of Fallen Leaf Lane in Los Altos. I have lived on Fallen Leaf for over ten year and it is my belief that our street would be ill-suited for the accommodation of additional bicycle and foot traffic for several reasons: First, Fallen Leaf, being an outlet artery for the surrounding neighborhood to Fremont Avenue, already carries a substantial traffic burden -- often at high speeds. Renderings in the Study depicting the mixing of bicycles and automobiles in shared lanes does not account for the high speeds at which autos often travel on Fallen Leaf. And narrowing the street to try to reduce traffic speed seems very heavy-handed. Second, I know most of my fellow Fallen Leaf residents worry about the safety and liability risks associated with a trail configuration on our street. Under existing conditions, backing out of a driveway on Fallen Leaf can be a challenge due to the volume and speed of traffic -- additional bicycles travelling at high speeds would be an added worry and risk. Finally, a trail configuration on Fallen Leaf would be inconsistent with the neighborhood scheme in general -- a painted bicycle lane, for example, would be aesthetically at odds with the current look and feel of the neighborhood, and would almost certainly diminish property values and detract from the beauty of the neighborhood.

Residents of Fallen Leaf, and surrounding streets, have overwhelmingly, consistently and vocally opposed any configuration of the Stevens Creek Trail that would make use of our street. I implore you, particularly our Los Altos City Council Members, to listen to your constituents on this issue: Please support an option that responsibly makes use of existing infrastructure and more appropriate streets (Fremont and Grant for example), and please do not ask Fallen Leaf Lane residents to shoulder this burden. Thank you.

Best regards,

Gerald Hopkins

Comment #: 285 **Name:** Sameer Mehta
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens creek trail through our residential neighbourhood
Comment:

Dear City Representatives

The proposed extension routes of the Stevens Creek trail, cutting through the residential south los altos along fallen leaf rd, would negatively impact us , our neighbors and the wider community. The trail serves a purpose when it passes through nature and has a singular purpose, and not for the purpose of simply extending it to an artificial endpoint. If that has to be done, the 2008 study would have been appropriate as it would bypass the residential neighborhoods.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Sameer Mehta

Comment #: 286 **Name:** Jim Wehrly
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Bridge Construction Over 280
Comment:

While I have been a supporter of the Stevens Creek Trail from the onset, I either lost track of the possible plan to construct a bridge or this possible requirement of alignment information is coming very late in this process.

You cannot be serious about spending $15M to construct another pedestrian bridge over 280! We already have a colossal waste of $15M in the current pedestrian bridge which is experiencing limited use…it might be of interest for someone to complete a valid feasibility study on the traffic on the current bridge. I would expect a staggering per use cost on this current bridge and to commit a similar sum of funds for another bridge is an unwise use of funds! What are your projected number of users on the SCT? Why not find a way to use the current bridge…a 1/2 mile longer SCT should not be a detriment to its use!

Jim Wehrly
Cupertino

Comment #: 287 **Name:** Ben Breslauer
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Support for the Creek Corridor alignment for the SCT extension
Comment:

Hi,

I am writing to express my strong support for the Creek Corridor alignment of the Stevens Creek Trail extension. I have used the Stevens Creek Trail for both commuting and recreation for many years, and it has been a highlight of the Bay Area for me. I have taken advantage of many rails-to-trails and creeks-to-trails projects throughout the US, and I have found that these trails are incredibly beneficial for many reasons:

* They improve people's support for nature and the environment, and provide safe ways of getting exercise.
* By having separated travel, it reduces conflict with cars. This is especially relevant given the recent death of a bicyclist at the intersection of Mary and Fremont Aves. These are very large, pedestrian-and-bicycle-unfriendly intersections, and will significantly reduce the usefulness of an extension.
* People, I find, get scared about riding on roads, so this will effectively increase travel capacity throughout the corridor by providing them with car-free passage.

Thank you,
Ben Breslauer

Comment #: 288 **Name:** Travis Beals
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please extend the Stevens Creek Trail
Comment:

Hello,

I live in Mountain View, a few blocks west of the Central Ave entry to the Stevens Creek Trail. I regularly use the trail -- both for recreation and as a way to commute to and from work.

My experience with the trail has been entirely positive, and I believe the trail would become even more useful and valuable if extended to new communities. An entirely protected, off-road trail is far more welcoming, friendly, and useful than a trail with gaps that must be bridged by on-road walking or cycling.

Thank you,

Travis Beals
Mountain View, CA

Comment #: 289 **Name:** Jane Holt
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Steven's Creek Trail extensions
Comment:

I have been attending meetings in support of trail extensions for more than 10 years. Unfortunately health problems keep me from attending many evening meetings now.

I am very much in favor or support for extension up to reservoir and blackberry farm. The route along Fremont Ave already has setback to Grant Road then down frontage Road to Deer Hollow Farm via Montclaire.

I also support completion of second trail extension over 280 bridge at Homestead. These are areas where our and neighborhood children walk or bike to school. along these routes. Our children attended Cupertino Middle and Homestead HS.

I have listened to concerns of residents along Fallenleaf and Belleville (two options). I understand their concerns about robberies and loss of privacy. If they took part of our street to make a trail it would be a change but in Mtn View they found it to be more safe and less burglary. Especially in Los Altos with no sidewalks we need more safety features.

Residents more and considerations may change with who moves in and then they want exceptions and things do not progress.

Please Promote and Pass for STevens Creek Trail.

Sincerely Jane Holt

Comment #: 290 **Name:** Eric Nehrlich
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: In favor of extending the Stevens Creek trail
Comment:

I recently was pointed at the Stevens Creek Trail Feasibility Study Project page at http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx and wanted to offer my thoughts as an avid biker and Mountain View resident.

I live at Cypress Point Drive in Mountain View, and part of the reason I chose to live there was to be right next to the Stevens Creek Trail. Since I work at Google, it provides a convenient, car-free way for me to get to work, and also a great way to bike to downtown Mountain View (via the Dana St exit). I would love it if the trail were extended to make it easier to get to other areas.

I use the trail regularly to get to other biking opportunities via Foothill Blvd (like Stevens Canyon road, Montebello, etc). I currently use the Diericx road suggested bike route, but I would love it if the trail extended to Foothill to make that easier.

I would also be delighted to have the trail extend all the way to Rancho San Antonio Park. I love hiking in that park, but the last several times I have gone there on a weekend, the parking lots were full and I had to go somewhere else. If it were easier for people to bike there, it would reduce the parking overload of the park, and that would make it more accessible for all.

In summary, as a Mountain View resident and bike enthusiast, I would love it if the Stevens Creek Trail were extended. Please register my support for this proposal.

Thanks!

Eric Nehrlich

Comment #: 291 **Name:** Frank Oei
Date: 6/1/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

Hello,

I would prefer the following options in this order

1. Creek Corridor/Bernardo Avenue Path
   Connecting to I-280 Overcrossing

2. Creek Corridor Path to City Streets
   Belleville Way Option

3. Partial Creek Corridor Path to Remington Drive and Mary Ave

4. All City Streets Route along Heatherstone Way, Knickerbocker Drive and Mary Ave

I have a 8 yr old daughter and she is able to ride about 5 - 7 miles. I try to bike as much as possible when I take her within a 2-3 mile distance from our house. She is able to ride her own bike and I've taken her on Mary to Memorial Park. She is able to do it but it would be preferable if the route had no cars.

We've ridden on the Stevens Creek Trail but that route has too many on street routes for her to go on her bike so I take her on a trailer (half-bike attached to mine that she can pedal). If there was a way to reach the trail where there are no cars, she would be able to take her own bike.

When she was in Kindergarten at West Valley, we were on the late schedule so she started at about 10:00 am. About once a week, she would ride her bike on the sidewalks to school which is about 1.5 miles. If there is a good bike route along Belleville, I think more children would ride to school. As it is, I see many bicycles in the bike racks so there are many students that ride to school.

If this route is completed by the time she attends Cupertino Middle School, it's more likely she will bike to school. Also, by that time she will be to big for me to have her ride in the trailer so it would allow us to ride the Stevens Creek Trail without having to drive there.

Frank Oei
Sunnyvale

Comment #: 292 **Name:** Jeannie Truong
Date: 6/1/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail extension to Sunnyvale, Los Altos and Cupertino
Comment:

I LOVE and welcome the idea of the Steven Creek trail extending to Sunnyvale, Cupertino and Los Altos. I live in Sunnyvale bordering both Cupertino and Los Altos. An extension to the trail will be a wonderful thing for our kids and citizens. A safe place to hike, jog, and ride a bike without the fear of being hit by a car.

I would enjoy not having to drive to Mountain View to use the trail. I think it would be great if I can walk or bike to the trail and then hike on the trail with my son.

I would attend one of the meetings if my son wasn't so young and is still nursing.

Jeannie Truong
A Sunnyvale Resident

Comment #: 293 **Name:** Carol Reinhardt
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail From Fremont to Homestead Should Use Existing Infrastructure
Comment:

Esteemed Representatives,

I have lived in South Los Altos since 1981 with my husband and daughter and have enjoyed the quiet/safe neighborhood. Our house backs up to Stevens Creek so we are well aware of the many efforts of the Friends of Stevens Creek Trail to get this trail to go through our neighborhood and even behind our house just a few feet from our kitchen window. Now that they have realized that there is too much private property to put the trail on the creek they still are trying to get it as close to the creek as possible which includes Fallen Leaf Lane, Belleville and Bernardo. This makes no sense since the user of such a trail would not even be able to see the creek (especially now with no water in it). It is fairly well known that the people who were selected to be on the study committee are also members of The Friends of Stevens Creek Trail, so the entire process has been VERY biased and unfair.

Regardless of the unfair process of the study, there are many flaws in the proposed routes as stated below:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Stevens Creek Trail. They run along streets, not in nature as it does in Mountain View. The Report fails to make this clear.
None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.
There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.
Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.
Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study or use Mary Avenue in Sunnyvale and connect to the Mary Avenu bridge.

Also, one of the proposals is to build a new bridge very close to the existing Mary Avenue bridge which would be an incredible waste of money. The Mary Avenue bridge was represented as being a connector for the Stevens Creek Trail when it was built so it should be used for that purpose. To that end Mary Avenue would be the perfect route for connecting the trail.

Please respect the desires and feelings of the residents of South Los Altos and use good judgement in making a decision when choosing a route for the Stevens Creek Trail to connect Mountain View and Cupertino through Los Altos/Sunnyvale. Please use existing infrastructure for the trail and stay away from residential streets.

Thank you,

Carol Reinhardt

Comment #: 294 **Name:** Maddy McBirney
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Steven's Creek Trail SUPPORT!
Comment:

I support the Steven's Creek Trail through Los Altos and Sunnyvale as needed. I use the trail to go to Palo Alto and would love a safe and healthy route to continue in the other direction. I see the SCT as very inspirational and worthwhile. Bike trails, like city parks, are important in our urban environment and beneficial to our health and well being. The contribution to physical health is obvious, but the contribution to our mental health is also important. Health professionals have measured reductions in stress hormones (corticoids) and elevated levels of the feel-good hormone (oxytocin). Bike riding makes you happy! When I ride I never come back feeling bad. For the future of our earth we need to think of the bigger picture and not just our personal street. People on bikes are usually friendly and care about the trails, pathways and roads they ride. With the wind blowing in your face you can arrive at work refreshed, or visit a friend. More of us need to get out of our cars and ride or walk. The Steven'e Creek Trail allows everyone a chance to do just that. There are areas to close to the creek to allow the path to continue so it must be diverted on to city streets for a bit. Let's work together to make this happen. Believe it or not, cyclists have to take other city streets to get to the Steven's Creek Trail. They may have been on your street already. Let's get it built.
I support it.

Maddy McBirney
resident of Los Altos

Comment #: 295 **Name:** Katie Berlent
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Hello, I commute daily via the Stevens Creek Trail in Mountain View. I'm writing in support of the trail extension for both personal and public reasons. Extending from the Caltrain station to where lots of offices are cropping up in Sunnyvale would be so beneficial.

Personally, I've found nearby access the the trail a major benefit to my life - it gives me a healthy way to commute, reduce my weight, and not create traffic or pollution. I believe the general public will benefit for the same reasons. Building upon the established success of Stevens Creek Trail multiplies the results of the effort, because the longer system is much more valuable than e.g. the same distance in unconnected groups. This trail project, though with an initial cost, will benefit many generations of residents as the cities, residential households, and community culture embrace it.

Thank you!

Katie

Comment #: 296 **Name:** Nate Cavalieri
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Extending Stevens Creek Trail
Comment:

To Whom it May Concern:

I'm writing to encourage policymakers and Cupertino city leaders to do whatever possible to extend the Stevens Creek Trail into Cupertino. I live in Oakland and work here in Cupertino, and frequently use my bicycle to do the commute part of the way, several days a week. My regular route takes me more than 10 miles on the current Stevens Creek Trail. When I get near Cupertino however, I have to navigate busy city streets to complete my route to work, which is more dangerous for cyclists and motorists, and much less pleasant. As a frequent user of the Stevens Creek Trail I know well the benefit that it has on the communities it connects—I see groups of students sketching, seniors and office workers out for strolls, and countless joggers and cyclists like myself. It's a fantastic trail, and I really hope to see it grow.

Thank you for considering my request.

Nate Cavalieri

Comment #: 297 **Name:** Erik Gutfeldt
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail. I use a bicycle for most of my travel needs, and use the trail as often as I can when my errands lead that way. Extending the trail would open up a whole new set of possibilities. I understand some folks are advocating for using existing streets. This really misses the point of a creek trail. It is so refreshing, relaxing and beautiful using a separated trail, than using surface streets. In the nearly solid urban area from San Francisco, south around the bay, there are very few scenic pathways separated from motor traffic.

I cannot understand why anyone would consider a route along Stevens Creek Blvd, or Foothill Blvd as anything but the antithesis of creek trail. Freemont is little better. Mary is OK, just. All these routes are already legal for cyclists to use, but are nothing like the the experience of the northen part of the Stevens Creek Trail.

My preferred alignment would be:

- along the creek bed south from Heatherstone. Continuing in the spirit of a 'creek' trail, away from motor traffic.
- Across 85, and along either Belleview or Fallen Leaf (Ideally it would continue along the creek, but understand that is not possible). Either of these existing roads are nicer than Bernardo.
- Barranca Dr to Peninsular Ave. The other option here, Maxine is opposite the freeway ramp and farther from the creek.
- Along Madera and Phar Lap to the golf course. Again following the creek as much as possible.

Thank you for your consideration.

Sincerely,
Erik Gutfeldt

Comment #: 298 **Name:** Adrienne Hoopes
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Steven's Creek Trail Connected Vision
Comment:

Hello,
I live on HIbiscus Dr. just off of Homestead and Barranca in Cupertino. Our neighborhood (encompassing all within Barranca, Maxine and Peninsular/Caroline Dr.) is quiet, peaceful and out of the way of traffic. If there was to be a Class II Bike Lane, or a Neighborhood Greenway, or even more impacting an Overcrossing over 280 this would increase our people traffic tremendously. I for one am not for it.
I look forward to raising my children in this neighborhood and as it is now I would feel comfortable letting my kids roam free around the neighborhood. If this trail was to be put in that feeling would quickly change. Please let our small community stay as it is, quiet, peaceful and without additional people traffic. Please route the Steven's Creek Trail away from Barranca Dr. and Maxine Ave.

Thank you,
Adrienne Hoopes

Comment #: 299 **Name:** Tom Maier
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: COMMENTS ON THE SCT FEASIBILITY STUDY
Comment:

Citizens Working Group & Joint Cities Working Team,

I have viewed the feasibility study and have a couple of comments/observations.

1) Many of the on-street projects costed in chapter 6 address bicycle and pedestrian safety issue that need attention regardless of the trail. Key exceptions are the Bernardo Avenue Path, outrageously expensive 280 Overcrossing and outrageously expensive Permanente Creek Bypass to Hwy 85 Underpass to Fremont Ave. The marginal value of creating trail like path on city streets that have no aesthetic similarity to a trail aligned with the creek is not worth it. When you look at city streets they are really bike lanes with lots of hazards for young children (e.g. driveways).

2) The Foothill Expressway Path Passing Beneath Interstate 280 would be a dramatic safety improvement for a heavily used bicycle corridor. It should be supported and all options should include this before other cost are considered. There are many opportunities to improve bike safety in the four cities (make the bike sensors work at all intersection, fix the Fremont Ave bridge over Permanente Creek).

Thank you,

Tom Maier
Cupertino resident, avid bicyclist.

Comment #: 300 **Name:** Rachel Goldeen
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

As a resident of Mountain View who works in Cupertino, I ride along the Stevens Creek Trail nearly every day on my way to and from work.

I love the trail and think it's one of the best things in Mountain View. I'd love to see it extended further south.

I feel that the trail encourages people to get out of their cars and use their own bodies to get around. This increases health, decreases risk to others (by removing cars from the road), increases a sense of community (because bicyclists and pedestrians can see each other as people rather than metal and glass shells), reduces noise pollution, and results in far less contribution to global warming.

I've also noticed that most real estate listings for properties near the trail mention being close to the trail as a feature, so I think it would only increase property values for those near the extended trail.

I'm in favor of the Creek Corridor and Bernard Paths, as well as the Creek Corridor Path and Bellville Way Option. It seems like it would be possible to branch the creek corridor path in two directions at the south end of it, allowing cyclists to end up on whichever side of 85 works best for their route.

Thank you for considering extending the trail.

Rachel Goldeen
Mountain View

Comment #: 301 **Name:** Charles P. Monaghan
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Selection
Comment:

This is in regards to the proposed class II bike lane and construction of an over-crossing and ramps in the neighborhood bordered by Homestead Rd., Barranca Dr. and Maxine Ave., I must vehemently protest! This is a quiet neighborhood much like a cul de sack that gets little traffic except by those that live here. This is one of the reasons that it is quiet with little crime or conflict. There are a lot of childeren who play in the neighborhood in a relatively safe environment because of our isolation. Kids walk up and down Barranca Dr. and Maxine Ave. on their way home from West Valley Elementary School and from Cupertino Middle School with little to worry about in terms of traffic or strangers who may threaten of harras them. I know that if you open our neighborhood to bicyclelists or pedestrians that we will lose much of the peace that this neighborhood has provided it's resicents over the years. And I am also sure that we will see an increase in crime and and accidents as well as a decrease in property value, not to mention the loss of parking that will acompany a class II bike lane. As far as construction of a over-crossing and ramps is concerened, the dust and noise of constrction as well as the inconvience to the people of the neighborhood would be an unfare intrusion to this small neighborhood. We are currently experienceing sleepless nights because of the noisy construction by Cal Trans on highways 280 and 85 where they will often work untill 3:00 am or later...practically in our backyards. And you ask us accept more druption for the convience of strangers who will invade our privacy.

Sincerely,
Charles P. Monaghan

Comment #: 302 **Name:** Joshua Solomin
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek trail extension - please keep it a wonderful place for bikes & pedestrians
Comment:

To the City Councils and interested parties:

My name is Joshua Solomin, and I'm a Mountain View resident who lives close to the Central Ave entrance to Stevens Creek Trail.

I consider Stevens Creek trail to be one of the greatest local treasures we have in our area. I bike on it regularly, and have even used it to commute to work in Cupertino. That experience really demonstrated the difference between the trail and road sections for me, which has the potential to be made so much better by extending the trail separately from roads. By doing so it could be made far safer and more attractive for cyclists and pedestrians along the entire way (and undoubtedly raising property values everywhere along the route as well!)

Having quality bike trails that interconnect and cover as much ground as possible is a huge benefit to our community in many ways. I've recently begun introducing my 5 year old son to biking on the trail, and I hope that as he grows he'll be able to bike increasingly farther on new beautiful trails!

Thank you for your consideration,
Joshua Solomin
Mountain View

Comment #: 303 **Name:** Eoin Donaghy
Date: 6/1/2015 **Jurisdiction:** San Jose **Supplemental Document:** No
Subject: Support for extension of Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and want to see it expand in the South Bay area. I hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people’s health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, I like the following proposed trail routes:
Creek Corridor/Bernardo Ave Path connecting to I-280 Overcrossing.

Although I live in San Jose, I frequently use the existing Stevens Creek trail on my commute to my employer in Cupertino.

Thank you for your consideration.

Sincerely,

Eoin Donaghy

San Jose

Comment #: 304 **Name:** Dhaval Moogimane
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Train and Fallen Leaf
Comment:

Esteemed Representatives:

I was very concerned upon learning that the Fallen Leaf lane is still in consideration as a connector path for the Stevens Creek Trail. I have expressed my concerns in the past, but feel the need to reiterate them. Fallen Leaf is very residential neighbor hood with a number of young children, elderly couples and young mothers with strollers that walk down that path at all times of the day. Additionally, there are number of driveways that back into the road. Also, there are a few blind turns on Fallen Leaf that make it hard for a resident that is crossing the street or backing a car out of a garage to see a speeding bike come down the street. The combination of these factors would make it dangerous to the residents and the bikers on the trail. As a father of a nine year old boy, I am very concerned about this possibility.

As I review the proposals under consideration, I have the following comments:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

We strongly appeal that you respect, accept and adopt the 2008 Los Altos Stevens Creek Trail findings and feasibility study. Given that streets like Fallen leaf are not immediately adjoining to the creek (you can't see or hear the creek while biking), I don't see the incremental benefit of running a bike path through this residential neighborhood vs. adopting the findings of the 2008 study. We urge you not to make decisions that will change the character and look of a very residential neighbor hood and make it a hazard for the residents and for the bikers.

Thank you for your consideration,

Best Regards

Dhaval Moogimane

Comment #: 305 **Name:** James Takasugi
Date: 6/1/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek extension
Comment:

My name is James Takasugi, and I live at Heatherstone Ave Sunnyvale CA. I've been a resident at this same address for 31 yrs. It's a great neighborhood.
About 3 yrs ago, they opened the Heatherstone bicycle and pedestrian bridge over 85. Since the opening, I've noticed an increase in bicycle traffic in our neighborhood. Recreational cyclist of all ages are cycling on Heatherstone. More people are taking evening strolls trough our neighborhood. Some kids and parents are now walking and bicycling to our neighborhood schools instead of in their cars and mini vans.
And I think this is all GREAT!
Our City needs more pedestrian and bicycle–friendly streets and trails to reduce car traffic, and increase safety, health and recreation for our neighbors. These features significantly increases the quality of life for our neighborhoods.
I know that the cities of Sunnyvale, Mountain View, Los Altos and Cupertino have made improvements for bicycle and pedestrian uses recently. But as recently as last month, a female cyclist was killed on the corner of and Mary and Fremont.
There are more cyclists and pedestrians on the roads and trails every day, and more needs to be done by our cities for cyclist sand pedestrians. Stevens Creek extension should be very high on that list of things to get done. I can't wait to see this in place!

Regards,
James Takasugi

Comment #: 306 **Name:** Terry Barton
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please extend the Stevens Creek Trail
Comment:

I grew up in Sacramento where it took over 15 years to complete the American River Parkway trail in 1996. While many originally opossed the trail, it has become a highly valued community assest and increased home values for residences located near the trail. The faster and safer bike commutes, the pleasant walking, wildlife viewing and other recreation opportunites, are highly valued.

It may not be obvious now, but the benefits of an extended trail are far greater than residents realize. The concerns about crime, pakred cars, and traffic were never came to be, but almost everyone has found a reason to grow to like the trail. Having a dedicated trail is a long run investment that our area needs.

Terry Barton
Mountain View Resident
Commuter to Cupertino

Comment #: 307 **Name:** Joan Bodway
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Use Existing Bridge
Comment:

The existing bridge is beautiful and was very, very expensive. PLEASE use this already constructed resource in your plans. A plan that includes building another bridge is incomprehensible, not to mention fiscally irresponsible.

Joan Bodway

Comment #: 308 **Name:** Matthew Self
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In support of completing the Stevens Creek Trail with a fully-separated path
Comment:

Dear Working Group Members,

I wholeheartedly support the investment of community resources to complete the Stevens Creek Trail. There is no question in my mind that this is a worthwhile investment that will improve the quality of like in the entire region.

I believe that a fully-separated trail is essential for safety and to encourage a new generation of trail users -- both pedestrians and cyclists. The exact alignment is not as critical, but bike lanes or paths that pass through multiple vehicle intersections are NOT adequate to achieve the goal of the Trail. I believe that the "Creek Corridor and Bernardo Paths" alignment in conjunction with the "I-280 over-crossing" option best meets this goal.

I realize the required investment is large, but I believe that this is one of the key infrastructure investments that will transform all four cities in the area in a very positive way for generations to come.

Thank you,

--Matthew

Matthew Self
Emerald Hills

Comment #: 309 **Name:** Kris Rausch
Date: 6/1/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello-

I wanted to update my inputs based upon further research and recommend a specific routing. I advocate for the following routing:

Creek corridor to Bernardo to Maxime to Phar Lap. I believe the creation of a "linear park" along Bernardo would look great. Traffic studies and any resulting abatements should be implemented to minimize the impact of the Bernardo realignment.

Thanks,

Kris Rausch

Comment #: 310 **Name:** Adreina Gomez
Date: 6/1/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to Fallen Leaf Ln Stevens Creek Trail option
Comment:

Esteemed Representatives

I am a resident of South Los Altos and do not want a bike lane in front of my home.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Again, I do not wish to have my landscaping ripped up and 9' taken away in front of my home.

Sincereley,
Andreina Gomez

Comment #: 311 **Name:** Devlina & Arindam Chatterjee
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Concerns about Stevens Creek Trail Selection
Comment:

Hi,
We live at the junction of Phar Lap Drive and Florence drive. We are very concerned about the new trail proposal for the following reasons -
1) Increased traffic and thoroughfare just besides our house. We have kids and we are concerned about their safety, privacy and security of our house if a bike trail is built on a road right besides our house
2) We should be utilizing existing infrastructure as opposed to wasting money in constructing new trails, when viable trails exist for bikers.
3) Instead of this expenditure on brand new infrastructure, existing infrastructure should be improved to make them more accessible and safer.

Please consider this opinion as our voice against the construction of a new trail and new infrastructure at the tax payers expense.

Thanks!

Devlina & Arindam Chatterjee

Comment #: 312 **Name:** Rachel Grossman
Date: 6/1/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for Steven's Creek Trail Extension Following the Creek
Comment:

Good evening,

I'm writing to strongly support the extension of Steven Creek Trail following the creek and other off-street paths as much as possible.

I am a seven year resident of downtown Mountain View and commute daily on the Steven's Creek trail to my job in North Bayshore. My bicycle is my primary mode of transportation. I also utilize the trail for recreational walking, jogging and cycling and errand running. I love and value Steven's Creek Trail and see it as an amazing asset to our community.

What's Life Like Without Steven's Creek Trail? As you may know, a portion of Steven's Creek was closed today, June 1st (and tomorrow) for mowing and I had to bike to work via Shoreline Boulevard. The experience is horrible compared to my daily cycle along the peaceful Steven's Creek trail. As I rode I realized that many people would not ride to work if it were not for Steven's Creek Trail, as there are very few whom are like me and will actually ride on Shoreline Boulevard. It was riding home tonight that I was reminded that I needed to write to you all to let you know that I support the trail extension for both personal and community reasons.

Personally - I find nearby access to the the trail a major benefit to my life. I live less than one mile from the trail and I use it five times/week to commute to work and as noted above, also use it for personal recreation and connectivity to services. I enjoy seeing my friends and neighbors on the trail, which helps create a feeling of community and connectedness. I also enjoy the access it offers me to numerous nearby parks, services, and friend's homes. An extension of the trail would offer me personally access to longer bike rides and additional parks and neighborhood access.

From a Community perspective - I believe the general public will benefit for the same reasons. Class one separated bikeways in natural settings that stretch through residential areas provide connectivity to workplaces, natural resources, services and help build community. Building upon the established success of Stevens Creek Trail multiplies the results of the effort because the longer system is much more valuable than unconnected segments and segments along roadways that are less desirable. This trail project, though with an initial cost, will benefit many generations of residents and the entire community who will embrace it and flock to it as people do today.

Biking and walking trails are a tremendous benefit to the community and I strongly support the extension of Steven's Creek following the creek and other off-street paths as much as possible.

Thank you,
Rachel Grossman

Comment #: 313 **Name:** Katherine
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail options
Comment:

I don't think building a trail on any street that has a school on it would be beneficial to any students attending or any families that live on the streets. Making Bernardo or Belleville should NOT be an option of expanding the trail. Making either of those streets one way or or smaller would be very inconvenient for parents of students that attend that school and home owners around there.

The only reasonable option if a street had to be chosen would be Mary. Given that it has 2 way traffic and a big middle lane to make turns would be ok then connect to the homestead high bridge. But if I were living on Mary I would feel frustrated with the construction in that street as well. But its the logical sense. Unless they can build an entire bridge over the 85 to homestead without devaluing the community underneath it.

Thanks,
Katherine
Belleville Home owner and living in sunnyvale for 30+ years

Comment #: 314 **Name:** Mark Evensen
Date: 6/1/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments on SCT extension
Comment:

I am a 20-year Cupertino resident and cyclist who supports the plan to extend Stevens Creek Trail. To begin with, I don’t think any of the proposed alignments extends the existing trail in spirit since none of them follows the natural creek’s route. It’s more correct to say that the proposals will facilitate better access to the SCT for people south of it’s present endpoint.

The proposed routes through Los Altos are a compromise at best and fraught with controversy. Yes, these routes follow lower speed roads with fewer cars, but from a rider’s perspective all the driveways, garbage bins and parked cars are a nuisance. And while the streets are quieter, they’re still not like the bucolic sections of the SCT through Mountain View. At the Cupertino meeting I attended, Los Altos residents seem to be strongly opposed and I can’t say I blame them.

All things considered, I think the Mary Avenue route is preferable if you agree the extension is really a means for more people to access the “real” SCT. Mary traffic is reasonably light, the existing I280 bridge can be reused and it’s the route nearest the new Apple complex. It would be nice to see this extension become part of the preferred commute route for Apple and Google (and others of course) employees.

Sincerely,
Mark Evensen

Comment #: 315 **Name:** John and Stephanie Allen
Date: 6/1/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am writing because I am unable to attend any of the public input meetings on the Stevens Creek Trail. My wife and I strongly support extending the trail through Sunnyvale and neighboring communities. We have ridden our bikes out to Shoreline twice already this Spring. The ride is wonderful and relaxing; the worst part is getting from our house to the start of the Stevens Creek bike trail. Any extensions of the trail will benefit our entire community, improving bike and pedestrian safety and making the full trail more accessible to a wider audience.

We thank you for carefully evaluating future expansion and use of the Stevens Creek trail.

Best regards,
John and Stephanie Allen

Comment #: 316 **Name:** Joetta Maier
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Trails
Comment:

Hello,
I would like to express my opinion that the land alongside the railroad tracks from the Cupertino post office all the way to Rancho would make a fantastic bike trail. There is some open space along that route which is alongside the creek. I would strongly prefer that we use our energy to revisit that option rather than consider a bike route down neighborhood streets.

I would also love to see a trail/access from Stevens Creek to the miles of bike trails in Rancho San Antonio park, with a safe bike route from Blackberry Farm to Rancho.
Thank you,
Joetta Maier (Cupertino resident)

Sent from my iPhone

Comment #: 317 **Name:** Kathy Sheridan
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Support of Stevens Creek Trail
Comment:

Good day,

I love the Stevens Creek Trail! This is a chance to continue an awesome trail. Spending money now is an investment in the future and supports non-car transportation.

I support extending the Stevens Creek Trail from Dale/Heatherstone to Stevens Creek Boulevard. In a perfect world, I would love to see a natural trail that is off city streets. A natural trail offers safety for trail users and the benefit of being in nature.

I realize an entirely natural trail may not be possible. Any on street connection from Dale/Heatherstone to Stevens Creek Blvd needs to stay off Foothill Expressway because it it too crowded with auto traffic moving at 45 to 50 mph. I prefer two alignments - the Creek Corridor to Bernardo to I-280 Overcrossing and the Partial Creek Corridor Path to Mary Ave.

Thank you for holding public forums and soliciting feedback. My husband and I attended the meeting in Cupertino last night and I spoke in favor of the trail.

Best regards,
Kathy Sheridan

Comment #: 318 **Name:** Jan Holstein

Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes

Subject: Trail recommendations

Comment:

I attended the Cupertino meeting of the SCT feasibility study and have attended others through the years. I do not live in any of the neighborhoods affected; and am not an avid biker. I would walk to Trader Joe's more often if the route were safer; and I must use Foothill each time I leave my neighborhood. I am keenly aware of the safety issues that need to be resolved, regardless of whether it ever connects with Stevens creek trail. Bikers do have other destinations, and their needs should be given equal importance when the cities allocate money for bike routing.
Here are my recommendations:
Please see the attached map for more information.

1. Do NOT use neighborhoods. Multiple driveways are unsafe for bikers; and those who have paid millions for homes deserve to keep their neighborhoods the way they were purchased.

2. Those who said "Don't call it a TRAIL in an area that cannot be isolated from traffic" are 100% correct.

3. Those who said to improve the safety on as many streets as possible and abandon the idea of ONE trail in this area were also correct. That way no neighborhood bears the brunt of all the traffic. Any street that is altered (especially Bernardo) will increase traffic in the entire neighborhood, as cars will have to take circuitous routes to get to Cupertino Jr. High.

4. Both Mary Bridge and Foothill Expressway are existing options for crossing the freeways. Improve the Foothill/280 ramps and then each option will be a safe and most-convenient route for half the people wishing to connect with the Mt. View portion of the trail.

5. Foothill is currently used by many bikers. It needs improvement regardless of how it connects with Stevens Creek trail. It should be done in a way that is also pedestrian friendly, as residents cannot walk to shopping without crossing those ramps. My suggestions:

a. Vineyard to the 280 bridge is a natural area for nice landscaping and a dedicated piece of trail, even if it can only be reached by use of city streets.

b. Underneath the 280 bridge, cut away some of the embankment on Foothill to make room for bikes/pedestrians. Construct a fence to separate it from Foothill Expressway.

c. Tunnel under the two freeway ramps.

d. Cross the railroad tracks either via continuation of the tunnel, or a simple pedestrian bridge over the tracks.

e. Once the ramps and railroad tracks have been improved, Foothill is much, much safer for bikers and pedestrians, no matter what their final destination.

6. Cristo Rey provides access to Rancho San Antonio. Something needs to be done for bikers turning left onto Foothill as they are leaving. Too many of them make left turns from the RIGHT side the road when the light turns green. They assume all the cars are turning left also. That is not true, and bikers often cut in front of cars that are continuing across the intersection to Starling Drive, unaware that a biker is doing something stupid until they are about to hit them.

7. The city of Monterey has done an excellent job of creating a trail that snakes through the city, right next to a busy thoroughfare. It is not always safe, and sometimes makes use of sidewalks. Landscaping makes a big difference, as often only a thin row of trees separate the trail from a major street, yet these trees make the trail feel secluded and peaceful
Respectfully submitted,
Jan Holstein

Comment #: 319 **Name:** Alfred Barnat
Date: 060/02 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Steven's Creek Trail Extension
Comment:

I'm a resident of Sunnyvale and an Apple employee, and I make use of portions of the Steven's Creek Trail on a daily basis. I strongly support extension of the trail, and would favor the creek corridor and Bernardo paths alignment, as I believe it would provide by far the most comfortable option to encourage biking at all skill levels. Steven's Creek Trail up to Heatherstone is already the most heavily used bike route I travel on regularly, and I would love to see it extended farther south in the same spirit.

I will add that separately, adding bike lanes to Mary north of Fremont would be a great improvement to the bikeability of the area. However, I would prefer not to see that happen in lieu of a true extension to the Steven's Creek Trail.

Thanks,
Alfred

Comment #: 320 **Name:** Amanda Nelson
Date: 6/2/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Public Works- SCT
Comment:

As a resident of Sunnyvale that lives off of Bernardo, and who's children go to school off Belleville..... I do not want the trail to be changed to go down either of those streets. Keep the route that we have already paid for and leave or already congested neighborhoods alone! Thanks - Amanda Nelson

Sent from my iPhone

Comment #: 321 **Name:** Timothy Sohn
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail Comments
Comment:

Hi,

I'm a resident on Newcastle in Los Altos. I really don't think building a trail down Newcastle (or Fallen Leaf) is a good idea. Safety is a real concern of mine. There are lots of kids who go into and out of the park, as well as little ones out in the front yard. I'm concerned about having numerous bicyclists riding down that may cause both congestion and potential safety hazards.

Let's upgrade the existing infrastructure that exists for bicyclists instead of trying to shoehorn a trail into these residential neighborhoods.

Tim

Comment #: 322 **Name:** Dawn Gold
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: I support the Trail extension!
Comment:

We live right at the Dale Avenue entrance to the Stevens Creek Trail and strongly support the extension of the trail South bound!

Dawn Gold

Comment #: 323 **Name:** C Patel
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Fallen Leaf Lane Pathways Stevens Creek Trail project
Comment:

Esteemed Representatives:

I am writing this email to oppose this project from neighbourhood safety, privacy, environmental impact and value perspective.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Los Altos has a special appeal to all residents as a rural seeting town , friendly neighbour, safe environment and your proposal does the exact opposite so please consider seriously our input before the final vote and considerations.

C Patel

Comment #: 324 **Name:** Nita Sharma
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback on the Stevens Creek Trail extension
Comment:

Sir/Madam

I oppose the extension of the Stevens Creek trail. The extension takes it through residential neighborhoods and are unsafe for cyclists from teh complexity that it introduces.
It completes ruins the neighborhoods by cutting down the old trees on those streets and also, to the kids and residents who use these streets.

Please do not extend this trail.

Sincerely,

Nita Sharma

Comment #: 325 **Name:** Karen Winger
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: My response to the Stevens Creek Trail study:
Comment:

FEEL THE TRAIL SHOULD ON MAIN STREETS AND ROADS AND NOT INFRINGE ON SMALL NEIGHBOHOODS. If people feel they cannot ride on the main streets, they can use many many of the bike lanes throughout the neighborhoods as they do now. Police and Neighborhood Watch Programs discourage strangers in neighborhoods. Also, pitting one neighborhood against another and disrupting living standards to remove trees, parking and front yards for which everyone has paid hugs sums of money to procure is unreasonable. I cannot believe any government would allow this. Those who do would NEVER get my vote.

I AM AGAINST SPENDING HUGE SUMS OF MONEY ON THIS PROJECT. We have lived in this area for 40 years....but, sad to say, our children cannot afford to live here. The SCT has gathered huge sums of money from big time companies, most of whose employees have recently moved here and have no real intrest in community affairs or VOTING. Why should this money and neighborhood changes go to the wishes of these few and disrupt the life of families that have lived here for years.

I AM IN FAVOR OF IMPROVING EXISTING ROUTES! Much can be done in making these routes, like Fremont, Foothill, Homestead, Grant Road, Remington safe and secure. There are center dividers that can be utilized.

Thank you,
Karen Winger

Comment #: 326 **Name:** Nancy Claunch
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Connector
Comment:

All,

It would be wonderful to have a peaceful safe nature trail, away from city streets.
But, there is no land for a Trail between Fremont Ave and Homestead Road.
We cannot give these people the experience they're asking for because there is no open land for a trail.
At this point the trail becomes City streets…….cement connectors, walking & biking next to cars.
Now we need to decide which connector would be the best and safest route.
There are 5 options in the Feasibility Study to connect Fremont Ave. to Homestead Rd.
Mary Ave, Bernardo Ave, Belleville Ave , Fallen Leaf Lane and Grant Road.
The residents have been clear, in the Public Input meetings, that Bernardo, Belleville and Fallen Leaf Lane are not viable options. Please remove them from the proposal.
They have also asked that you use Existing Infrastructure and Minimize New Impact ……to me, that leaves Mary Ave and Grant Rd.
Both of these connectors meet the above criteria.
Thank you

Nancy Claunch

Comment #: 327 **Name:** Jim Allen
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments
Comment:

Hello,

I was at the meeting last night in Cupertino. My thoughts were:

1. As one person put it, a trail along the creek is no longer an option. It might have been possible in the 60's.

2. There should be no major funding. Current streets/bridges should be used.

3. Multiple street routes should be utilized with no major modifications to any of the streets.

You could make the multiple route solution a fun one. Name each route and advertised it's characteristics along with attractions/etc (in a route map pamphlet).

Example:

Route Name: "On Your Mary Way"

Route: Straight down Mary Avenue

Characteristics: Fast way to go. Not suitable for children. Open and Airy :)

Attractions: Dewey's Ribs, Zanotto's for a sandwich, Starbuck's for a caffein refill for you and your friends, bathrooms and air at the service station.

Make up a name for the overall multi-route structure. "The Matrix" or ? "Venture into the Matrix on your next bike ride." Market it as fun to try all the routes and pick your favorite one. Have people vote
on the favorite route of the month and publish the results.

Just some thoughts.

Best,

Jim Allen

Los Altos

Comment #: 328 **Name:** Ed Swierk
Date: 6/2/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Supporting off-street trail connection of Stevens Creek Trail
Comment:

Hello,

I want to express my support in the strongest possible terms for connecting the Mountain View and Cupertino portions of the Stevens Creek Trail via an off-street trail.

Since I moved to downtown Mountain View 15 years ago, I've used the Stevens Creek Trail for exercise, for commuting to work, and just for fun. I've spent some of the best quality time with my young daughter on the trail: teaching her how to ride a bike, admiring the flowers, talking to the ducks.

Everyone I know who's been on the trail loves the trail. That includes some of my neighbors who live really close to it. Real estate agents brag about how close their listed homes are to the trail because they know it makes the properties more valuable.

And everyone knows that bike lanes and sidewalks are no substitute for a true off-street trail. No one brags about a stripe of paint on the street. You can't teach a kid to ride a bike in a bike lane. You won't see wildflowers or ducks. An on-street extension of a trail is no trail at all.

Please bridge the gap in the Stevens Creek Trail with a true off-street trail.

Thank you.

Ed Swierk

Comment #: 329 **Name:** Dave Baker
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's creek trail extension
Comment:

Hi,

My wife and I often drive down to Sunnyvale to visit friends and we like to walk along the Steven's creek trail or other trails in the area. Sometimes we take our bikes with us and ride instead. I'm excited about the proposal to extend the Steven's Creek trail.

What I think makes the trail unique and popular is that it is quiet, peaceful and separated from car traffic. This makes the trail low stress and inviting to people of all ages. I prefer the suggested alignment that follows the creek for as long as possible and then keeps people who are walking or biking on the trail away from as much traffic and dangerous crossings as possible.

Thanks,
-dave

Comment #: 330 **Name:** Karen Auby
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Resident Comment, Los Altos
Comment:

Hi, just want you to know, that I am 100% supportive of adding bike lanes or making the trail go through southern Los Altos.

Los Altos added bike lanes to Newcastle and it slowed motorists down and made the streets safer for children.

Consider me in favor of making neighborhoods more bike/walk friendly.

I wish you the best of luck in extending the Stevens Creek Trail. For every loud complainer, there are dozens of us quietly in favor.

Kind regards

Karen Aub

Comment #: 331 **Name:** Jennifer Lopez
Date: 6/5/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: My opinion
Comment:

I don't believe that the Stevens Creek Trail should be extended using any of the proposals currently being considered, and probably not at all as I don't see a viable solution for said extension. Running the trail through streets such as Fallen Leaf, Belleville, and Bernardo will NOT create an extension of a trail through a natural setting but rather reconfigure asphalt streets/trails to the detriment of residents living on and near those streets, to the detriment of student safety (those who bike to school), and to the safety of the cyclists, pedestrians and drivers who utilize those routes. The whole project sounds like a boondoggle and a waste of taxpayer monies.

Jennifer Lopez

Comment #: 332 **Name:** Bill Lee
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Concerned neighbor in Fallen Leaf
Comment:

Esteemed Representatives

I have been a Los Altos resident in the Fallen Leaf neighborhood for over 12 years. I'm concerned about the inclusion of Fallen Leaf Lane as part of feasibility study. My recommendation and request would be to remove this option from the study before city Council's can vote on including it as part of a trail. My vote is that no trail or bike lane of any sort be constructed in front of or over the top of those residents' front yards on Fallen Leaf as this would not only bring potential accidents of bicyclists and pedestrians but change the way our neighborhood was established.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In addition to my email, I can also be contacted on my cell phone for further comments. Thank you.

Bill

Bill Lee

Comment #: 333 **Name:** Ron mandel
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and want it in my neighborhood! I hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

I live on Newcastle Dr. in Los Altos, and ride my bike to work in the North Bayshore area at the other end of the trail. I utilize the trail nearly every day, and feel both grateful and blessed by its presence. I currently enter/exit the trail at Sleeper and continue on the surface streets past Mt. View High, and across Fremont onto Newcastle Dr. I am very excited about the prospect of the trail continuing along the creek all the way to Fremont. I understand (but am also disappointed) that the trail cannot continue to follow the creek through South Los Altos, but would very much like to see it extend in a hybrid form all the way to Homestead Rd. and beyond.

Bike lanes were relatively recently added to our street (Newcastle) and I would love to see more of them on neighboring routes, be they Bernardo, Belleville, or Fallen Leaf. Dedicated bike routes make for safer cycling, and the two children in our house ride to school each day (one to Cupertino Middle), and while my regular commute ends shortly across Fremont, I wish to see more options available to them, as well as to our whole family when we ride for fun, or to Trader Joes...

Thank you for your consideration.

Sincerely,
Ron Mandel
Los Altos, CA

Comment #: 334 **Name:** Angela Huang
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Cupertino SCT Public input meeting comment on 6/1/2015
Comment:

Dear City Council and SCT CWG committee,

I attended the SCT Cupertino public meeting on 6/1/15, and presented my comments in the meeting. I am submitting my statement to you for official record. It was nice to see Council woman Tara Martin-Milius on the panel. Council member Jim Davis sat in the audience.

I heard people Enjoy Actual trail - There is none between W. Fremont Ave. and Homestead Ave.. They are all streets. Since there are no Actual trail, how can you be sure that residential streets are safer than Mary if people do not follow traffic rules? There are schools on Bernardo and Belleville. How about safety for the students?

I heard people Enjoy nature - Since no creek view is available from S. Bernardo Avenue along the Highway 85 sound wall, Bill Teter suggests that a full-sized mural could be painted on the sound wall along Bernardo. If that is what you call Nature, I have nothing to say.

Making Bernardo one-way street, or remove the only street parking will create major traffic and safety problems to our neighborhood. I am disappointed that the Friends of Stevens Creek Trail do not want to disrupt the creek and its surrounding environment, but they have no problem disrupting the residents of the neighborhoods on the proposed trail connections.

I heard that people like Friendly trail - Imaging bike trail celebration, over 200-300 bikes come through the residential street. The disturbance will bring negative impressions on the residents. But, if it is on Mary Ave. the street can handle the volume of people, and bikers are welcome because of businesses they bring.

To disregard the impact on residents, the school traffic, safety for the neighborhood and the cost of building two overpass ramps plus a new bridge, is very irresponsible.

Sincerely,
-Angela

Comment #: 335 **Name:** Holly Makris
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to Fallen Leaf Lane Trail Proposal
Comment:

To the members of the trail planners council:

Thank you for reading this email. I have been unable to attend the various meetings regarding the proposed extension of the Stevens Creek Trail into the residential neighborhood surrounding my house, and I will be unable to attend on June 8. So, I am writing to you to voice my vehement opposition to this proposal.

My home is located on Eugenia Way, which is just off of Fallen Leaf Lane. We already have many cars that park along Fallen Leaf Lane near Homestead Road - these seem to be bikers who park and ride from there (as they can no longer park at the shopping center). We also already have many people who use Fallen Leaf Lane as a way to get between Homestead & Fremont - many of these people speed along Fallen Leaf. And, as I'm sure you are aware, the crossing area around Homestead & Fallen Leaf is already dangerous, with cars driving too fast down Homestead and the congestion around the shopping center.

The Grant Park neighborhood is a family neighborhood with many children, including my own 2 school age children. The cars, traffic & speeding that already occur around Fallen Leaf Lane already makes this a congested and dangerous area. Adding the trail along this road will only make it more so.

In addition:

- None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

- None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

- Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

- Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Los Altos is known for our "small town" feel with wide no-sidewalk-no-streetlamp streets that you could safely walk along with your children. I was born and raised here and I would like to raise my children here. But, with all of the new multi-unit housing downtown, commercial ventures in residential neighborhoods, and now this trail proposal, it seems to me that Los Altos is continuously making short-sighted decisions without thinking through the long-term impacts to our small town. I feel like Los Altos offers a small haven of calm in this frantic Silicon Valley - let's keep it that way.

Holly Makris

Comment #: 336 **Name:** Doug Strauss
Date: 6/2/2015 **Jurisdiction:** Menlo Park **Supplemental Document:** No
Subject: Steven's Creek train recommendation…
Comment:

Hi there,

As an avid biker and frequent user of the SCT to get from Mt. View Caltrain to Cupertino for work, I would prefer to be kept off of city streets whenever feasible, not not be taken miles out of the way.

From the Chapter 3 Alignment Options my preference is to have the Underpass and ramps along 85 be continued as far as possible along the creek/Hwy 85.
If not possible, the routs which minimize my interaction with cars at intersections is preferred. I have had too many close calls and find the route from the the end of the Steven's Creek Trail to the Mary street overpass extremely hard to follow till you make the trip about 10 to 20 times and get to know the neighborhood. I feel the lack of good signage and direction make it less likely for people to use the trail. Not to mention the increased danger from cars where the bikes are in intersections or required to make left turns.

Looking at the Map, I will try Bernardo Ave to Homestead to Mary Ave Bridge as a better route to/from Caltrain/Apple.

Thanks

Doug Strauss
Menlo Park

Comment #: 337 **Name:** Mike Conley
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: My opinion.....
Comment:

Sunnyvale needs no part in this idea. Just butt out and let mountain view and los altos deal with what they want to do with their money, property owners, streets, and politics.
Mike Conley

Comment #: 338 **Name:** Scott Benson
Date: 6/2/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Comment on Stevens Creek Trail extension
Comment:

As a resident of Mountain View (and former Sunnyvale resident) and a frequent user of the trail, I am writing to express my support for the Stevens Creek Extension and my strong preference for alignments that utilize the creek corridor instead of busy roads such as Mary Ave and Stevens Creek Blvd. It is very important for the future of our communities that we continue to invest in bicycling as a transportation option, not just more roads.

In my opinion, a safe and usable trail (as opposed to on-street bike lanes on busy streets) will help decrease traffic, increase property values, and make Sunnyvale and Cupertino more pleasant, liveable communities.

Regards,

Scott

Comment #: 339 **Name:** Kiran Mundkur
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Esteemed Los Altos City Representatives

As a citizen of Los Altos for 29 years, I have enjoyed living in the peaceful, quiet and friendly neighborhood on Louise Lane and Fallen Leaf Lane, bordering Steven's Creek. I am seriously concerned about the inclusion of beautiful Fallen Leaf Lane in the Stevens Creek trail study in Los Altos. Inclusion of the trail on Fallen Leaf Lane would bring significant trail traffic of cyclists, walkers, automobiles and destroy the peace of the neighborhood. It would also invite vandalism and theft due to more visibility to outside elements. If the trail requires 9 feet of easements on properties along each side of Fallen Leaf Lane, that would eliminate hundreds of mature green trees, manicured lawns, thousands of plants and destroy the grandeur of Los Altos homes along the way.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

In conclusion, as Los Altos resident, I strongly oppose considering Fallen Leaf Lane and Louise Lane for any further feasibility analysis. I strongly oppose using those nice quiet residential streets for the Stevens Creek Trail.

Kiran Mundkur

Comment #: 340 **Name:** Nenad Ukropina
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,

Nenad Ukropina

Cupertino

Comment #: 341 **Name:** Yannick Sierra
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Connecting the Bay trail to Los Gatos with the Stevens Creek trail would be a formidable way to interconnect beautiful spaces that should not require car to be enjoyed.
I commute often on bike and need to get to Cupertino from the Bay trail The notorious bad traffic in the Bay area is motivating more and more people to commute to work on a bike but the absence of trail all the way is an important obstacle for feeling safe on that route.

I really believe in the importance of extending this trail and I hope you will take my little voice in consideration
Sincerely,

Yannick

Comment #: 342 **Name:** Kathryn A. Tomaino

Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Public Comment on SCT Feasibility Study

Comment:

Dear SCT Committee Members and Honorable City Council Members,

I spoke at last evening's Community Input Meeting. This e-mail is a memorandum of my opinions expressed.

I am opposed to aligning the Stevens Creek Trail down Fallen Leaf. My understanding is that any proposal to do so would entail reclamation of city property and widening of the existing street. It is ponderous to me that the county and city didn't estop builders and homeowners when driveways, landscape, irrigation systems, hardscape, fencing and mailboxes were installed on municipal property. Homeowners continue to incur occasional installation and maintenance costs while the city sits silent. Any demolition of these improvements would be at great cost to the homeowners, in actuality and aesthetically. Further, if this widening did take place, some driveways would be reduced to nothing more than an apron in front of the garage. While the garages appear to be 2-car, in reality most cannot accommodate 2 cars. Thus, homeowners would park their 2nd and excess vehicles in the street or protruding from the driveway. This arrangement would make any trail more perilous and invite liability.

Finally, a majority of homeowners on Fallen Leaf oppose alignment on their street. Should this alignment be forced upon them, that opposition could quickly transform into hostility which could collide with the purpose of the trail: "to serve residents and area employees who enjoy spending time in the open space corridor for recreation, alternative commuting and nature appreciation."

I think a better and more logical alignment would be down Mary Avenue.

Thank you for your consideration.

Sincerely,

Kathryn A. Tomaino

Comment #: 343 **Name:** Eugene Koontz
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: I support extending the trail
Comment:

I am a frequent trail user who works in Cupertino at Apple and uses the trail to reach destinations in Mountain View. I also ride a bike south, beyond the current reach of the trail, which forces me to take dangerous routes such as Stevens Creek Boulevard and Homestead Road.

I would like to express my support for extending the Stevens Creek Trail southward; in particular, the "CREEK CORRIDOR PATH" described on p 54, Chapter 4 of the feasibility study here:

http://sunnyvale.ca.gov/Portals/0/Sunnyvale/DPW/Stevens%20Creek%20Trail/Draft%20Feasibility%20Report%20March%202015/05-Optimized_SCT_Ch4_Ped_Bike_Paths%20optimized2.pdf:

Quoting:
"This investigation determined that extending the Stevens Creek Trail south approximately 1.35 miles through the 22 acres of open space land adjacent to creek from the Dale/Heatherstone pedestrian overcrossing to Fremont Avenue is feasible."

I attended the meeting yesterday at Cupertino town hall and was glad to express my support for the trail but was disappointed to hear the opposition to the trail expressed by several speakers. Of those in opposition, I noted some commonalities among their statements. First, they often began with a declaration of how many years they had lived in the area, as if that gave them their views some legitimacy beyond their arguments themselves. I fail to understand what the length of their residence has to do with the merits of extending the trail.
Another cited concern was a loss of parking on their streets. I think they may be under a misunderstanding that they have some ownership of the street in front of their residences, when actually, this is public land to which they have no special claim. Moreover, a concern for abundant car storage seems absurdly misplaced in comparison with the benefits of the trail - improved health and safety of the community.
Finally, I noted that their seemed to be a strong difference in age between those who favored the trail - mostly young - and those against - mostly old. Given the evident support for the trail among younger people, I would urge local governments to make a decision on this important issue with an eye to the future, not to the past.

Thank you,
Eugene Koontz

Comment #: 344 **Name:** Drs Tom Ormiston MD and Mari Ormiston MD
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: No
Comment:

Dear Los Altos City Council

We have lived on Fallen Leaf Lane for 13 years. A 'trail' (let's be honest it is not a trail, hence we put it in quotations--who thinks of a painted strip on asphalt as a trail) would disrupt our neighborhood, result in a dangerous influx of cars that will inevitably result in lawsuits/injuries/property damage. The Los Altos City Council will be at least in part responsible for the fiscal implications of these events should they occur against such strong local community objections.

None of the 'feasible' residential streets is safe for a 'trail'. There are too many driveways and intersections. Pretending a street is safe like a 'trail' endangers everyone.

Furthermore countless mature trees would be destroyed.

Putting a 'trail' on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Drs Tom Ormiston MD and Mari Ormiston MD

Comment #: 345 **Name:** Al Holstein
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Community Input Meetings
Comment:

I live on Creston Dr. and back up to Stevens Creek creek and attended the public hearing in Cupertino on June 1st.
The proposal that I felt was the most relevant was presented by the 88 year old gentleman who had lived in the same location his entire life and was aware of the initial idea of the Stevens Creek Trail. I fully agree with what he had to say.
The major point he made was that whatever is decided really can't be called a Trail because it is not isolated. Routes that share space with traffic can only be bike paths; therefore the "trail" concept should be abandoned, and a multi-pronged approach taken to meet the needs of the public: more safe and convenient means of walking, running, or biking in order to access points on the Stevens Creek Trail or other points of interest in the community.
Only the people who have the trail going thru their back yard or the street in front of their house will have immediate access to the trail. ALL of the other 99% either have to walk, run, or ride a bicycle on city streets or bike paths to gain access to the trail. In so doing, they have made a choice that they are willing to make the effort to enjoy the privilege of the Trail. I have been willing to ride on Foothill and Grant to gain access of the trail at Sleeper Avenue.
A single trail to bridge the gap between Dale/Heatherstone and Blackberry Farm will be inconvenient for 50% of the users, depending on which side of 85 they live on.
My proposal would be to make several of the existing options safer and easier to use, such as the Foothill/280 ramps; and the Stevens Creek Blvd/85 intersection. This would benefit ALL residents wanting to go to Trader Joes, the Oaks Shopping Center, or De Anza in addition to Blackberry Farm or Shoreline Park.
Al Holstein

Comment #: 346 **Name:** Otto Sterba
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail Route - use existing infrastructure (existing bike paths)
Comment:

The only routes that make sense are the ones which use existing infrastructure, meaning existing marked bicycle paths. This would also be the financially most responsible, and, in addition, does not impact people who live in residential neighborhoods.

My strong suggestion is to use Fremont Ave. to Mary Ave. – or turn to Mary already earlier via Remington, - From there to Homestead Ave. and then over the existing "Don Burnett Bicycle and Pedestrian Bridge" to Stevens Creek Blvd.

Sincerely,

Otto Sterba
Los Altos

Comment #: 347 **Name:** Nicole and Ben Basler
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Bike Trail on Fallen Leave/Louise Lane
Comment:

Esteemed Representatives,

October of last year we bought our first home on 2005 Louise Lane, Los Altos.
We choose this neighborhood explicitly since we were looking for a nice, quite neighborhood for our three boys to grow up.
Only a couple of months after we moved in we got informed that we have to fear for the safety of our kids playing in our front yard, or even loosing our front yard at all due to the extension of a the Stevens Creek bike trail.

We are not only worried about the safety for our kids but also about loosing hundreds of trees in our street. Especially with the drought we are experiencing right now we have to be careful about our trees!

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please conserve our great neighborhoods for our kids so they can feel safe on our streets!
And please don't sacrifice dozens of trees for a bike trail that I feel will not get used enough for all that money it would cost!
We are really concerned how we would walk to our neighbors house or to get groceries at the Foothill Crossing Shopping Center if there a bike trail but NO SIDEWALK!

Nicole & Ben Basler

Comment #: 348 **Name:** Otto Sterba
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: no subject
Comment:

Esteemed Mayor of Los Altos, Ms. Jan Pepper, Council Members Ms. Megan Satterlee, Ms. Jeannie Bruins, Mr.Jean Mordo, and Ms. Mary Prochnow.

I would like to point out, and invite you to agree with me that the most reasonable and common sense route of the Stevens Creek Trail should stand on 3 main demands:

1) Fiscal Responsibility
2) Utilization of Existing Infrastructure
3) Minimal Impact on Residential Neighborhoods

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

My strongest suggestion therefore is:
Use Fremont Ave. to Mary Ave. – or turn to Mary already earlier via Remington, etc., - From there to Homestead Ave. and then over the existing “Don Burnett Bicycle and Pedestrian Bridge” to Stevens Creek Blvd.
This would make perfect fiscal and common sense.

Please listen to your Los Altos Residents

Sincerely,
Otto Sterba

Otto Sterba

Comment #: 349 **Name:** Bruce Po
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: trail
Comment:

Hi,

I've used the Stevens Creek trail many times on my commute from Mountain View Caltrain to my office in Cupertino. I love the trail and the neighborhoods around there. I am really impressed by the existing trail and the amount of engineering and design that has gone into creating it. Now I've moved and live just two blocks from Fallen Leaf Lane in Los Altos. I've read through the proposals, and I would strongly urge those in charge not to consider using any neighborhood streets for extending the bike trail.

Extending the trail into existing streets changes the nature of the trail considerably. It is no longer a dedicated bike trail surround by nature, rather it is a bike lane on city streets competing with cars, pedestrians, and residents. I think it would be terrible to disrupt existing neighborhoods and destroy people's yards and existing trees and landscaping.

I see for myself how much Fallen Leaf Lane is used by people with baby strollers and children bicycling and riding scooters. It would be madness to stuff a bike lane into there. If we want to make a nice bike trail to connect point A to point B, please let's make a it a real trail on public land away from cars and driveways and neighborhood kids. Otherwise just don't both.

Thanks,

Bruce Po

Comment #: 350 **Name:** Jeffrey Weiss
Date: 6/2/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Sirs:
Although I haven't attended any of these noisy meetings and shy away from such, I am strongly in favor of a real Stevens Creek Trail extension. Please don't turn it into bike lanes down Mary Ave!! That is an absurd concept of a nature trail extension (and I am a bicyclist). I really don't understand why there is this group so noisily against continuing Stevens Creek Trail, as best as possible, through the bit of green actually relatively near the Stevens Creek, or at least the sound wall. Why is Mountain View enjoying this and the boost to property values that it, in fact brings, while Sunnyvale is such a laggard?
Thank you.

Jeffrey Weiss

Comment #: 351 **Name:** Rune Hansen
Date: 6/2/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in to be further extended! We live next to the trail where it crosses Evelyn Avenue in Mountain View and it is one of our favorite features of the neighborhood. We use it both for recreation as well as commuting from home to the Apple campus in Sunnyvale. It's truly a jewel to have and we hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting!

Trails truly improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,
--
Rune Hansen

Comment #: 352 **Name:** Jack Liu
Date: 6/2/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Comments - Stevens Creek Feasibility Study Project
Comment:

The following are my comments regarding the Stevens Creek Feasibility Study Project.

My name is Jack Liu, and my wife and I have been living at Earlington Ct, Sunnyvale since 1984.

My main takeaways are that (1) it is impractical/impossible to run a trail along Stevens Creek from its current trail head to the reservoir and (2) for those wishing to reach the reservoir from the trail that it be done along existing thoroughfares.

Regarding the first point, there is not enough public space along the creek. I have heard suggestions by some about the application of eminent domain. That approach is fiscally impossible.

Regarding the second point, restricting automobile traffic flow and parking along either Bellevue of Bernardo is impractical and dangerous. The most dangerous intersection is at Bernardo and Fremont with all the traffic in the morning and afternoon trying to access Route 85. I never drive that way. To suggest that bicyclists use that is extremely dangerous. The stream of cars trying to access Cupertino Jr High and West Valley in the morning is currently so bad that I have great difficulty exiting my court onto Wright Av in the morning. Making Bernardo one way will not help that situation. The safest and least traffic congestive way will be for bicyclists to use Mary Av.

Thank you for your consideration.

Jack Liu

Comment #: 353 **Name:** Wayne E. Amacher
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Comment
Comment:

Where the trail does not follow the creek it is NOT "Stevens Creek Trail". It is just an ordinary path along a busy street.

A trail should be a pleasant trek among trees, flowers and grass. Stevens Creek Trail should be near enough to see the creek and should be close enough to hear the water. Hopefully it will follow the creek from Remington to Fremont which is a pleasant rural area.

Where the trail does not follow the creek, it should be discontinuous, i.e, not bear the name, Stevens Creek Trail, because, there, it is not Stevens Creek Trail.

With all this talk about bicycles, bear in mind that the trail is also for walkers and runners,(who often consider the bikes a menace). Taking a long detour along city streets is very, very unattractive for walkers! Where the trail is discontinuous, put a sign stating this is the end of this portion of the trail and post directions for picking up the next section.

When is a trail not a trail? When it is along Bernardo!

Wayne E. Amacher

Comment #: 354 **Name:** Rekha Mundkur
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail along Fallen Leaf Lane
Comment:

Esteemed Los Altos City Representatives

As a citizen of Los Altos for 17 years, I have enjoyed living in the peaceful, quiet and friendly neighborhood on Louise Lane and Fallen Leaf Lane, bordering Steven's Creek. I am seriously concerned about the inclusion of beautiful Fallen Leaf Lane in the Stevens Creek trail study in Los Altos. Inclusion of the trail on Fallen Leaf Lane would bring significant trail traffic of cyclists, walkers, automobiles and destroy the peace of the neighborhood. It would also invite vandalism and theft due to more visibility to outside elements. If the trail requires 9 feet of easements on properties along each side of Fallen Leaf Lane, that would eliminate hundreds of mature green trees, manicured lawns, thousands of plants and destroy the grandeur of Los Altos homes along the way.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In conclusion, as long time Los Altos resident, I strongly oppose considering Fallen Leaf Lane and Louise Lane for any further Stevens Creek Trail feasibility analysis. I also strongly oppose using those nice and quiet residential streets for the Stevens Creek Trail.

Rekha Mundkur

Comment #: 355 **Name:** Margaret
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello
Of course we are disappointed that land was not set aside for a trail when the property along the trail was developed.
So people in Sunnyvale will have to use residential streets.
I suggest that Mary Ave be used as it already has bike lanes,
there is a bridge over 280.
I live on Wright and if the ‘trail’ went down Wright that is fine with me.

Margaret

Comment #: 356 **Name:** Larry & Cathy Switzer
Date: 6/2/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please! Select a beautiful extension for the Stevens Creek Trai
Comment:

Hello Staff, Working Group Members, and Council Members,

We live in North Sunnyvale, and ride our bikes on Evelyn Avenue to the Stevens Creek Trail on an almost weekly basis. Why?

1. To easily get to the Stanford Blood Center in Mountain View, for bi-weekly platelets donations.
2. To connect to Covington, to El Monte, to Foothill Expressway, for points north (Stanford Shopping Center, Woodside, etc.)
3. To connect to Grant Avenue, to Foothill Expressway, for points south (Stevens Creek Park, Pierce Road and Highway 9 to Sanborn County Park)
4. And up until Feb 2015 - northbound to commute to work.

We are so appreciative of the Trail! We are safer, separated from cars, especially crossing / riding on El Camino Real. It's nature at its best, with native trees, and plantings. Other trail users are truly social animals (!), saying hi, waving, and smiling.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives.

Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others. We see this on the John W Christian Greenbelt, especially with the new Seven Seas Park - neighbors from South Sunnyvale, with their children, ride up Sunnyvale Avenue and over the Borregas Avenue bridge to the Greenbelt to enjoy the 'new' park!

We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting. For the extension, we like the following proposed trail routes:

Preference #1: Creek Corridor/Bernardo Avenue Path -> Connecting to Foothill Boulevard -> Connecting to I-280 Overcrossing
Preference #2: Creek Corridor Path to City Streets -> Fallen Leaf Lane Option

Thank you for your consideration.

Best,

Larry & Cathy Switzer
Sunnyvale, CA

Comment #: 357 **Name:** Quang Dao
Date: 6/2/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: My comment
Comment:

Hi,
Having the SCT runs through my neighborhood via Belleville post a great safety measures and will disrupt the livelihood of my neighborhood. My wife and I are all for bike trail but to have it runs through the tight street of our neighborhood is unsafe for both bikers, pedestrians, and car drivers. Proposing to remove street parking on one side will impact parking on the opposite side. We should utilize and upgrade existing route via Mary Avenue. We need to minimize impact on neighborhoods. I strongly oppose any plan that will have the SCT goes through Belleville Avenue.
Sincerely,

Quang

Comment #: 358 **Name:** Marilyn Sokoloff
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: As a Los Altos resident, it is absurd to include Fallen Leaf Lane in the trail perposal.
Comment:

Esteemed Representives,

I am strongly opposed to the bike trail to be established on Fallenleaf Lane in Los Altos...as it is now, the congestion at Fremont and Fallenleaf is so bad and many near misses and accidents from trying to cross the road by car, walking or BIKING is nearly impossible...with all the purposed biking traffic to come matters will only become worse and even more dangerous for cars as well as bikers and pedestrians. Also to destroy the frontage of properties on Fallenleaf Lane ruins the look that makes Los Altos the natural beauty it has always been. How would all of you who plan this trail like you street to have the added traffic and trees destroyed...this trail does not belong here!!!

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

I urge you to reconsider this trail...I have lived here for 46 years in the same house and what has happened to sweet Los Altos and what is to come? Our beautiful Cherry Orchards are gone and highway 85 is so noisy and congested...now our beautiful properties are at risk when will we stop these injustices...where is our town pride?

Marilyn Sokoloff

Comment #: 359 **Name:** Courtney Campbell
Date: 6/2/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: The Unenviromental 'green' bike trail
Comment:

Dear Policy Makers,

Who am I?
Just another citizen annoyed by the proposed bike trail. A neighbor who has lived on Fallen Leaf lane for the majority of her life. And also someone who has spent years studying biology and made a career of teaching today's youth about environmental issues.

That last part is important. Many homeowners have come to you with complaints and issues about this new purposed plan, but I wonder how many have really got you thinking about the environmental impact you are going to have by creating this bike trail.

The trail involves taking 9feet of property off of existing yards on a street called Fallen Leaf lane. A Lane that is aptly named because every yard has a least one tree, and most several.

Most of these trees have been hear long before the rest of Silicon Valley, and tower at least 20 feet tall. And this path will require you to remove them all. You could roughly estimate 2 trees per house will be cut down for this path to be made, on the Fallen Leaf lane street alone.

This is environmentally bad, as much as it is unnecessary. I may come off as 'just some hippie' but the impact of removing a small park's worth of trees is going to be heavy. It will remove homes for animals, food for animals, shade for animals. Even on our semi-urban street we get our fair share of squirrels and crows, opossums, songbirds, and migrating woodpeckers. It will have a large backlash of effects for the surrounding natural environment. That same nature people will supposedly be trying to bike through and enjoy.

I implore you to reconsider this plan. This bike path that you call 'green' and paint as environmentally friendly is the exact opposite.

If this plan goes through, I will make it my personal mission to get every media group and environmental nonprofit I can think of involved. I can not sit by idle why something this destructive, and on all accounts seemingly unnecessary, goes into effect.

Please reconsider.

Sincerely,

Courtney Campbell

Comment #: 360 **Name:** Lada Adamic
Date: 6/2/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hi, I didn't have time to read most of the proposed plan, but wanted to give my 2 (uninformed) cents.
- It would be great to fully connect the Stevens Creek Trail all the way to Rancho San Antonio. Thank you for doing the planning around this! I'm already enjoying the Mercy to Shoreline section of this trail weekly (by bike).
- It doesn't look like there is much room for the trail, but wherever possible, I think it would be important to SEPARATE the bicycle and pedestrian paths. Separate bike paths are much more enjoyable, e.g. the bike trail by Boulder Creek in Boulder, CO. https://bouldercolorado.gov/parks-rec/boulder-creek-path
- For less athletic bicycle riders like me, underpasses are much easier than overpasses. Still, I would take an overpass over a regular intersection any day.

Thanks again for the hard work on this.

Lada Adamic
Mountain View Resident

Comment #: 361 **Name:** Jan L. de Jong
Date: 6/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

To whom it may concern:

I live in Cupertino and am a frequent users of the Stevens Creek Trail to reach the Bay Trail by bike. I would appreciate a safe route to reach the Stevens Creek trail from Stevens Creek Boulevard.
I noticed that the plan includes a possible overpass over 280, but has any consideration been given to using one of the two existing underpasses where the creek crosses the freeway? The upper tunnel hasn't carried any water in a long time and only needs some lights and a pathway installed to be useable for pedestrian and bike traffic.

Thanks for your consideration, Jan L. de Jong

Comment #: 362 **Name:** Submitted by public multiple times as duplicated message - see noted names
Date: 6/3/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail
Comment:

Please Pick a Beautiful Extension for the Stevens Creek Trail
Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

You'll note that my address is in San Jose, but having this trail allows me greater safety when riding from Cupertino northward.
Thank you for your consideration.

Sincerely,
Mark Manley
San Jose, CA

Sincerely,
Davis Wamola
Mountain View

Sincerely,
Steven Taylor
San Jose

Sincerely,
Jules Fennis
Menlo Park

Comment #: 363 **Name:** Stephanie Schneider
Date: 6/3/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

To whom it may concern,

I live right next to the Stevens Creek Trail, near Whisman park. I jog on the trail almost every morning, and continuously brag to my coworkers that I don't have to see a single car on my bike commute into work. The trail provides a great place for runners, bikers, dog-walkers, and many others to travel and exercise safely, and to escape from busy, traffic-filled Silicon Valley life.

Although I currently live near the existing trail, I would love to open up the trail to more people in the community, and have the option of staying off the road when traveling farther south. I think the trail promotes a healthier lifestyle, and is a great addition to our neighborhood.

Best,

Stephanie Schneider

Comment #: 364 **Name:** Rahul Bammi
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Please do NOT include Fallen Leaf Lane in tge trail feasibility study!
Comment:

Esteemed Representatives

As a Los Altos resident, it is absurd to include Fallen Leaf Lane in the feasibility study. My recommendation is remove this option from the study before city Council's can vote on including it as part of a trail. My vote is that no trail or bike lane of any sort be constructed in front of or over the top of those residents' front yards

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Rahul Bammi

Comment #: 365 **Name:** Sara Johnson
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Resident point of view on Stevens Creek Trail
Comment:

City Council members and Collator for the Stevens Creek Trail Feedback,

I have been involved with this trail issue for the last 20 + years. Originally the trail was slated to go through our backyard since we own property in Los Altos along the creek. I have been astounded by people's comments to me throughout the years, the worst was , "you have enough property why are you being so selfish." With much work and city council meetings, it was decided to drop the trail right along the creek and through our backyard. Every few years the issue surfaces; each time the animosity becomes more and more divisive to the community at large. I feel like I am dealing with a teenager waiting to wear us down until we are no longer willing to fight. But we are tired of wasting time on this issue. I am asking for us all to respect the prior decision stated in the 2008 Los Altos Stevens Creek Trail study. The trail should not be decided by bending to peer pressure from citizens that will not feel the daily impact of this trail or cities applying pressure to Los Altos to join in and "be part of the team." Again we have spoken and made our wishes known. Please only consider the established bike paths on Homestead and Fremont Ave or take it through Sunnyvale and put this issue to rest.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for taking the time to read and try to understand the concerns and desires of the residents that wil be impacted the most by your decisions on how to move forward with the Stevens Creek Trail.

Sara Johnson

Comment #: 366 **Name:** Gordon Telfer
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen Leaf Lane
Comment:

All elected representatives and Employees of the city

I and the other two voters in my home oppose using any Los Altos surface streets to bridge the trail gap.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Thank you for considering the opinions of residents.

Gordon Telfer

Comment #: 367 **Name:** Dolores Gallagher Thompson
Date: 6/3/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail feasibility
Comment:

Esteemed Representatives:

I am very very very concerned that the proposed extension of the Stevens Creek trail into South Los Altos neighborhoods is a mis-guided effort to address the issue of how to keep extending the existing trail. Already existing are BIKE LANES on Mary AND a very expensive BIKE BRIDGE over the freeway. WHY are we ignoring these facts? WHY are these existing routes not simply being used? WHY has South Los Altos been targeted for this, when existing options will serve very adequatelyh.

I am disheartened that the representatives seem to choose to ignore the very cogent feedback on these issues that has already been given - a number of times.

What else do we need to do at this point to make it crystal clear that we are NOT supportive of any plan that will involve extending the Stevens Creek Trail into South Los Altos neighborhoods -

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Thank you in advance for paying attention to these comments. I sincerely hope this will be the case and we will be "heard" and not ignored.

Dolores Gallagher Thompson, PhD

Comment #: 368 **Name:** Jon Wiley
Date: 6/3/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Very much in favor of trail expansion and connection
Comment:

Hi!

I live in Mountain View and I purchased a house near the Stevens Creek Trail. Part of why I bought the house was proximity to the trail. Having a protected bike/pedestrian friendly path which covers lots of territory is a value to my life and to my home. I'm confident the value of my home is improved due to proximity to the trail.

I use the trail for both recreation and commuting. I walk and bike to work on most days. I very much am in favor of increased access, development, and improvement of the trail.

I would enjoy traveling south to other communities via walking or biking if the trail was more connected and improved.

Thanks,
Jon Wiley
94041

Comment #: 369 **Name:** Audrey Ishizaki
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: thoughts on new sections of Stevens Creek Trail
Comment:

Hi Sunnyvale.gov!

I am someone who uses the Stevens Creek trail frequently to run/bike. I bike-commute to the Mountain View Train Station and wanted to let you know what I'd think.

I live in Los Altos and love that my bike commute to the train station only hits one traffic light (on Evelyn). I ride in the early morning and late afternoon and I really appreciate the Stevens Creek trail. For cycling, I generally use the Sleeper exit and the defacto trail continuation (for me) is via Franklin/ Dierickx(sp?)/Truman.

Riding thru the residential neighborhoods is great. I could take Sleeper to Grant, which has a bike lane, but that is such a busy street, I avoid it.
For safety reasons, studies show that locating bike lanes on quieter streets adjacent to more major thoroughfares (eg. the Bike Boulevard in Palo Alto) is safer for cyclists - especially beginners and kids.

Despite what some say, traffic in/out of driveways is much less a concern for me (I rarely come across cars going in/out of driveways) than street traffic on a busier street (especially where the difference in speed between me and the car is > 25mph).

I don't think the "Trail" thru the residential neighborhoods will be such a draw that separate walking/biking sections are needed. Plenty of people are walking/running in the neighborhood streets already. A striped bike lane might be nice, perhaps, but to avoid animosity, I'd forgo that.

I think if a trail thru either Fallen Leaf or Newcastle is available, we need not take the most extreme option, as I wonder if that many people will actually *want* to walk/bike thru the "residential" portion of the SCT. My guess is that most people will drive to the "trailhead" on either side, to get to the actual "trail" portion in Cupertino or Mountain View. Are there any studies that look at this issue?

Also, breathing in particulate matter from heavier traffic is harmful, and inevitable when riding along, say, Foothill Expressway or Stevens Creek Blvd (even moving one street away from heavy traffic helps in this regard).

Two places I'd especially worry about moving the SCTrail to is Foothill Expressway and/or Stevens Creek Boulevard.

The safety issues in using even the existing sidewalks/bike lanes along Foothill as you cross underneath 280 are mind-boggling - especially considering the speed of the cars and quarry trucks exiting/entering the freeway. I'd worry about school age children making that crossing. It doesn't make sense to use just one side of the street as a trail (cars are not used to bikes coming from the "wrong" direction).

I feel similarly about the intersection of Stevens Creek and 85 - although there are no quarry trucks, I have too often seen cars zooming by pedestrians waiting to cross at the existing intersections - it's like drivers don't see them at all.

I appreciate fiscal responsibility - but I think responsibility to safety is also important. Also, I don't want to be "penny wise and pound foolish" - looking out only for ways to cut corners now, when paying more now makes sense for the future.

thanks!

Audrey Ishizaki

Comment #: 370 **Name:** Gayle and Ken Herman
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Dear Council Members -

We recently just moved onto Fallen Leaf Lane in Los Altos from San Jose. We love the feeling of a quiet neighborhood. We love being close enough to walk to nearby Grant Park. We love having a bigger lot with enough space for our young son to run around out back as well as out front.

The proposal for the Stevens Creek Trail connection running down Fallen Leaf Lane would change things we love about this neighborhood and one of the main reasons we chose to move here in the first place. Altering the lane to route trail users through would add more traffic to the quiet neighborhood as well as significantly reducing our front yard and driveway space. Also, a lot of houses on the block have large shrubbery which makes it potentially dangerous to spot oncoming trail users from a distance. Directing bicyclists and pedestrians down a neighborhood street with active driveways and intersections will most definitely endanger users of the trail.

Lastly, it would be fiscally irresponsible to build another bridge over 280 when the bridge at Mary already exists and was intended to be used for the trail. Routing the trail through that path leverages infrastructure that already exists as well as planned improvements as part of the Sunnyvale Mary Avenue Street Space Allocation.

We recommend not pursuing the option of connecting the trail through Fallen Leaf Lane keeping both the trail users and the neighbors in mind. We urge you to instead consider the alternative of connecting through Mary and using existing infrastructure.

Thank you for your consideration,
Gayle and Ken Herman

Comment #: 371 **Name:** Justin Dunscombe
Date: 6/3/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: A Safe, Beautiful Extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and very much look forward to the proposed extension from Mountain View to Cupertino. My fervent hope is that it will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

I am lucky enough to live near the terminus of the current trail, allowing me to ride my bicycle to work, errands, and fun in a safe, healthy, friendly, and beautiful environment. Other people need the same. I can't stress enough how important it is to provide safe routes for people to commute and exercise. Just over three years ago I lost a dear friend, Erik Onorato, when he was struck and killed by a vehicle while running on Shoreline Blvd. He might still be here today if we had better infrastructure that prioritized safety for cyclists and pedestrians. The investment required to provide safer infrastructure pales in comparison to the cost in human lives if we don't do it.

Specifically, I like the following proposed trail routes:
Creek Corridor/Bernardo Avenue Path, with the Connecting to I-280 Overcrossing option
Creek Corridor Path to City Streets, with the Fallen Leaf Lane or Belleville Way options

Thank you for your consideration.

Sincerely,
Justin Dunscombe
Mountain View

Comment #: 372 **Name:** Elliot Schwartz
Date: 6/3/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In support of extending the Stevens Creek Trail
Comment:

I am writing in support of extending the Stevens Creek Trail.

The trail is an important commuting & recreation facility for the South Bay. It is one of the few routes where people of all ages can safely get around by bicycle separated from fast moving cars. Extending the trail will allow existing users to reach more destinations, and bring on new users who live, work, or go to school near the extension. As much as possible, the extension should be on a dedicated right-of-way free from cars and car crossings. To the extent that it must travel on city streets, it should use diverters to reduce traffic on small streets, and protected bike lanes to provide separation on larger streets.

Regards,

Elliot Schwartz

Comment #: 373 **Name:** Anjali Koppal
Date: 6/3/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: In support of the Steven Creek Trail extension
Comment:

Hi there,

I am writing to voice my support for the proposed Steven Creek Trail Extension.

I moved to Mountain View a couple of years ago. One of the first things I discovered about the area was the Steven Creek Trail. I've enjoyed numerous hours biking on the trail, walking it with family when the visit, and commuting to work on it. It's safe, convenient, and extremely gorgeous and really showcases all that is wonderful about the Bay Area.

One particular benefit of the trail I want to call out is how safe and convenient it makes commuting via bicycles. I ride my bike to work very often and have had quite a few accidents when biking on the street. Each time I bike on the trail though, I have a relaxed, pleasurable and safe commute, and I'm sure that extending the trail will only make me want to bike to even more places.

Regards,
Anjali

Comment #: 374 **Name:** Jon & Emily Lee Kelley
Date: 6/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Somerset Park, Stokes Avenue/Stevens Creek Trail
Comment:

We are opposed to construction of a bridge over Interstate 280 near Somerset Park & Stokes Avenue.

We already have traffic and parking issues with the park, and additional construction + any elimination of street parking, etc. would be a hazard to this neighborhood.

We were unable to attend the Cupertino Public Input Meeting on June 1st but wanted to voice our strong opposition.

Jon & Emily Lee Kelley

Comment #: 375 **Name:** John McCabe
Date: 6/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and want it in my neighborhood! I hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

I live in Mountain View and utilize the Stevens Creek Trail daily, commuting to and from work in Cupertino.

I am extremely grateful that the trail exists and would like to see it grow and improve over time.
When I ride on the trail I am relaxed, happy, and most importantly I feel safe.
When not riding on the trail, I am constantly looking over my shoulder watching out for distracted drivers.
Just last week I was struck by a woman turning into her driveway. (My lights were on/blinking and I was ringing my bell up until I got hit)
If the trail was extended I wouldn't have to drive on the streets as much.

Please invest in this incredible resource and thank you for your consideration.
Sincerely,

John McCabe

Comment #: 376 **Name:** Derek and Linda Skaife
Date: 6/3/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

As a Los Altos resident, I oppose including Fallen Leaf Lane in the feasibility study for a bike trail. I believe this option should be removed from the study before city Council's can vote on including it as part of a trail. I feel that no trail or bike lane of any sort be constructed in front of or over the top of those residents' front yards.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear. Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here. Please respect, accept, and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for your consideration.
Derek and Linda Skaife

Comment #: 377 **Name:** Guangchi Xuan
Date: 6/3/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I am in support of the SCT extension
Comment:

Dear SCT Feasibility Study Committee,

I am in full support of the SCT extension project. My family lives in Sunnyvale near the Heatherstone trailhead and we have been enjoying the trail tremendously. I believe that by extending the SCT is the right thing to do.

My name is Guangchi Xuan and I am a process engineer working in Applied Materials in Sunnyvale.

Comment #: 378 **Name:** Bharathi Chandula
Date: 6/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Opposing study segment 3
Comment:

Hello,
We live on Stokes Ave, Cupertino. I think this is a great idea to study all the possible ideas, but this is of concern for us. We have protective neighborhood where kids play freely. Now a days theft has increased. It will be hard to know who are strangers and who belong to neighborhood. Along with that, losing one side of street parking is a big loss. We already have freeway almost right in our backyard. Now with more traffic, any serenity left will be lost.
Please do not consider the study segment 3. Thank you.

--
Bharathi

Comment #: 379 **Name:** Jaehyeon Park
Date: 6/3/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please do not make thing worse
Comment:

Hi,

I live in Sunnyvale, and I have a big concern about the recent Stevens Creek Trail plan. You may consider the point of view of residents. Whenever I backup my car from my driveway I am seriously nervous because of the bikes making right turn from Knickerbocker ave into S. Bernardo Ave. There IS a stop sign, and as far as I understand, all the bikes need to stop there. However, only a few bikes stop at the stop sign. Others just turn @ like 30 mph. Those who stop at the stop sign usually go across S. Bernardo Ave or make a left turn to the North of S. Bernardo.

Even now bike riders are riding pretty violently. If Stevens Creek Trail is extended, it should be worse. Please DO NOT extend it. Even now is pretty BAD.

Do Not Waste our tax. As far as I am concerned, NOBODY welcomes this proposal.

Thanks.

--

Sincerely,

Jaehyeon Park

Comment #: 380 **Name:** Mara Beckerman Sneiderman
Date: 6/3/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Steven's Creek Trail
Comment:

To the Members of the Sunnyvale City Council - Glenn Hendricks, Jim Griffith, David Whittum, Jim Davis, Pat Meyering, Tara Martin-Milius and Gustav Larsson,

Twenty-six years ago my husband and I moved from the East Coast to California. We were looking at 2 different houses, one in Campbell and one in Almaden Valley. When we found out that there was a serene, dedicated walking and biking trail near the home in Almaden that was the deal breaker. We bought the house in Almaden! Many times we biked and walked along it for relaxation & exercise and eventually did it with our children as well.

Nineteen years ago we moved to Sunnyvale. I was sad to leave our trail. A couple of years ago we learned about the Stevens Creek Trail. Many Sundays we now drive over to the start of the trail on Heatherstone and then walk the 2.5 miles to attend the Mountain View Farmers Market and then with full backpacks walk the 2.5 miles along that lovely relaxing trail back to our car. If that trail came closer to our home (Fremont Ave? Homestead Rd?), it would be that much more exciting!

We have an adult friend who is an avid bike rider & very experienced with biking on streets. Despite his expertise he was hit by a car and almost killed. Now 3 months later he was finally released from the hospital and is working on his recovery which will still take more months. He is a husband and a father of 2. If an experienced cyclist can get hit, what about children and anyone just looking for a pleasant ride?

People want to be healthy, and active. To discuss extending an already beautiful walking / biking recreational trail and have to choose between having it intersect and share streets with cars, trucks and busses OR continue it as a fully dedicated trail that is free of four wheel traffic I believe is a no brainer. CHOOSE TO CONTINUE IT AS A DEDICATED NO CAR TRAIL. Keep our children and adults SAFE and free from the stress of having to worry about cars and traffic.

I'm from NYC. I've biked the streets of Manhattan. I've biked the streets of Sunnyvale and San Jose. I LOVE DEDICATED NO CAR TRAILS THE BEST.

Please do what's safe, sane and right. Thank you.

Mara Beckerman Sneiderman

Comment #: 381 **Name:** Gerald Cheung
Date: 6/3/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Comment
Comment:

Hello.

I am a Sunnyvale resident who uses Belleville Way daily to travel to and from my home.

I do not agree that Belleville Way should become an extension of the heavily trafficked Stevens Creek Trail. Belleville Way must remain a two way street for cars, because it is a critical connection for northbound and southbound automotive traffic between Homestead Road and Fremont Avenue.

Futhermore, car parking along both northbound and southbound sides of Belleville must continue to exist. If cars are not allowed to park along Belville Way, the adjoining streets will be unable to provide sufficient parking spaces for the displaced cars.

Sincerely,
Gerald Cheung

Comment #: 382 **Name:** Arun Krishnan
Date: 6/3/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments on feasibility study - Cupertino
Comment:

In my opinion it is a bad idea to implement 'Neighborhood Greenways' through neighborhoods in Cupertino. My main concerns are

1. Safety - I can see cars backing out of driveways on to bike traffic on the greenway. These neighborhood streets were not designed to carry a lot of bike / pedestrian traffic.

2. Security - with increased pedestrian / bike traffic there is also a concern regarding overall security. For instance the Peninsula Ave,
Dempster Ave / Stokes Ave area has relatively low traffic. Any traffic in the area is all local neighborhood traffic there is no through
traffic. In spite of that we have had a couple of home robberies in the recent past. This number could go up significantly once we
have a lot of people moving through the neighborhood. Parents would also be concerned to let their children play in their front yards
without supervision.

3. Street parking - restrictions on street parking would be a huge inconvenience to residents.

Would like to know what steps will be taken and investment allocated to mitigate these concerns.

As an alternate is there a plan to develop the trail along the Union Pacific railway tracks. This would be ideal as pedestrians and cyclists
also don't need to be on the constant look out for cars backing out of driveways. It has a more natural feel (if you ignore the tracks). Even
today a lot of us enjoy walking our dogs along these tracks.

Thanks

Arun Krishnan

Comment #: 383 **Name:** Patrick Grant
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Citizens for Responsible Trails position on Stevens Creek Trail
Comment:

Citizens for Responsible Trails think bike lanes on busy streets as Stevens Creek Blvd are good enough for families and children.

They are against spending millions on safe local trails for bicycles and pedestrians even though we spend BILLIONS on roads for cars. Many are afraid of change and of bicyclists and pedestrians. Fear, uncertainty, and doubt blind them to the many benefits that safe and attractive local trails bring to our community.

Citizens for Responsible Trails (and cities too under Cal statues) may be liable by advocating the Citizens for Responsible Trails plan is suitable as a trail substitute for families to use bike lanes on Stevens Creek Blvd. It is not, just read safe routes to school websites and below.

We all pass the wasted prime opens space park every day going up Hwy 85 just north of Fremont. Perfect site for new park away from any houses and with Hwy 85 noise the far away neighbors will never be able to notice a single park users! Citizens for Responsible Trails is against any new parks even though our parks are overcrowded with exploding population!

Citizens for Responsible Trails totally misses the fact that parks are for all of us that want to get away from vehicles on a walk, jog, skate with our families, pets, grandmas, or just soak up nature.

What does Kaiser Permanente say about Citizens for Responsible Trails plan

"Be careful where you ride. Do not ride with your child on busy streets, even where there is a bike lane. Try to ride in bicycle-only areas, such as recreational paths."

What does federal government say about Citizens for Responsible Trails plan. "the roadway is extremely incompatible (or uncomfortable) for the average adult bicyclist."

https://healthy.kaiserpermanente.org/health/care/!ut/p/a0/FchBCoMwEAXQE8lHiiDuegYpNdnIdBxMaDIJMrZ4e3X5HjwmeKVfXMliUUqXHRc1URuCULLQiPLBqVRZIuEND183WjPBaWmYOMh9bEcVuO_nRvjHBW6Xru16jKLza0TNuX_k-XkC-sEZGQ!!/

http://safety.fhwa.dot.gov/tools/docs/bci.pdf,

Regards
Patrick Grant

Sent from my iPhone

Comment #: 384 **Name:** Wes Brinsfield

Date: 6/4/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Comments on Stevens Creek Trail study

Comment:

Thank you for this opportunity to comment on the Feasibility Study.

I would like the feasibility study to more explicitly take into consideration the possibility of technological and social changes that could influence, both negatively and positively, the routes being considered. Autonomous (self-driving) automobiles are on the horizon, for example. How might these change commute patterns, traffic density, safety (such as at driveways), etc.? In 5, 10, 15 years, will the percentage of self-driving cars be large enough to significantly impact the routes included in the study? Will Foothill Expressway, for example, become a more viable option for bicyclists OF ALL SKILL LEVELS, due to reductions in speed, increases in safety (awareness of bikes/peds), lower volumes of traffic? Will residential areas benefit from changes to the needs for and designs of on-street or off-street parking, given that self-driving cars could be staged at a central location and then summoned on an as-needed basis? Reducing the need to account for parking on-street increases the amount of street available for bicycling; and, perhaps, reduces or eliminates the need to claim additional right of way through the removal of landscaping and trees. Will these potential changes be perceived by the "casual rider/walker" as improving bike/ped safety and feasibility, so that more people ride/walk, on a more frequent basis? Will property ownership experience turnover to the extent that new property owners may be more amenable to bikes and pedestrians travelling through their neighborhoods on these safer routes? Will the upcoming generations believe in and act upon climate change and environmental impacts by embracing non-motorized (active) transportation to a larger degree than we witness today? I don't know the answers to these questions, but I think they need to be addressed, even at a high level, as part of the Feasibility Study – routes not now considered feasible (or acceptable to the general public) might change categories under some of the potential future conditions. I believe we will continue to experience rapid changes to the way we live here in the Silicon Valley, and those changes will occur within the time frame of completion of the Study and the construction of a trail. Electric vehicles (e.g., the Tesla) have become a noticeable portion of traffic here in just the past 5 years; electric-assist bicycles are attracting riders who previously felt lacking in physical ability; and so forth.

In summary, I would like the Study to more fully and explicitly address the potential impact of "disruptive" technologies, perhaps through "sensitivity studies" or "thought experiments", or "simulations". I'd like the recommended options to not be based only on what we observe today, but to also consider what we might see tomorrow. Plan for the future, not for the present.

Thank you for your consideration.

Wes Brinsfield

Comment #: 385 **Name:** Stephen Olson
Date: 6/4/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for trail extension
Comment:

Dear Joint Cities Working Team and Citizens Working Team,

I attended a portion of the community input meeting in Cupertino on Monday, but was unable to speak due the very long line and another obligation that evening. However, having heard the concerns raised by a number of speakers, I am compelled to share my perspective.

I live five houses from the Sleeper Avenue trail head in Mountain View. My home backs up to the creek and our property line extends down the steep slope to the middle of the actual creek bed. Nearly twenty years ago my wife and I purchased our first home a couple of miles downstream from where we are now, just around the corner from the Central Avenue trail head, which at the time did not exist. Shortly after we moved there we learned of the proposed trail coming to our neighborhood. Our community was naturally concerned about how this project might impact traffic, safety, etc., and I too viewed an urban trail with a skeptical eye.

Twelve years later, when we decided it was time to look for a larger house for our growing family, the one key parameter we gave our realtor was that we wanted to be as close to the Stevens Creek Trail as possible. We had grown to not only love the trail, but to need it to sustain our lifestyle. Our kids learned to ride their bikes on the trail. I got on a bike for the first time in fifteen years and I now regularly commute 9 miles to and from work on my bike. My wife, dogs, and I have easily logged a combined ten thousand miles walking/running on the trail over the years (it adds up!). We've also participated in numerous trail cleanup days and have advocated for the trail extension.

It was somewhat ironic that the home we moved to is in the Sleeper neighborhood, because that community was adamantly opposed to that extension. I attended numerous community meetings and the issues raised in the Sleeper neighborhood a decade ago were nearly identical to those raised at Monday's meeting in Cupertino. However, now the trail is the jewel of the neighborhood. It is often the first feature mentioned on real estate flyers (steps from the Stevens Creek Trail!).

On a beautiful Sunday morning, we might have at most a half dozen cars parked at the trailhead (and we are currently the end of the trail on our side of Hwy 85), but mostly what we get are lots of bikes, runners and walkers accessing the trail through our neighborhood. And it's a great thing. Yes, I've learned to drive a little more slowly and carefully around the neighborhood, but that's hardly a hardship.

I have nothing to gain, personally, from a trail extension toward Cupertino, but I feel the Belleview Way neighborhood is making a terrible mistake by opposing a 280 crossing. They seem driven by fear of what change might bring rather than the tremendous benefits that a trail connection would provide. The future can be scary, but I have seen the future because I am living in it. My neighborhood looks and feels quite similar to the Belleview Way neighborhood, and everybody cherishes the trail. If somebody proposed removing the little bridge that provides access to the trail, my community would be outraged.

I hope this perspective is helpful.

Best,
Steve Olson

Comment #: 386 **Name:** Jae Park
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please do not mind my previous email
Comment:

I misunderstood the plan. Please do not mind my previous email.

Thanks.

2015-06-03 21:09 GMT-07:00
Hi,

I live in Sunnyvale, and I have a big concern about the recent Stevens Creek Trail plan. You may consider the point of view of residents. Whenever I backup my car from my driveway I am seriously nervous because of the bikes making right turn from Knickerbocker ave into S. Bernardo Ave. There IS a stop sign, and as far as I understand, all the bikes need to stop there. However, only a few bikes stop at the stop sign. Others just turn @ like 30 mph. Those who stop at the stop sign usually go across S. Bernardo Ave or make a left turn to the North of S. Bernardo.

Even now bike riders are riding pretty violently. If Stevens Creek Trail is extended, it should be worse. Please DO NOT extend it. Even now is pretty BAD.

Do Not Waste our tax. As far as I am concerned, NOBODY welcomes this proposal.

Thanks.

Sincerely,

Jaehyeon Park

--

Sincerely,

Jaehyeon Park

Comment #: 387 **Name:** Linda Wegner
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Build/Open the Stevens Creek Trail thru Sunnyvale/Los Altos To Cupertino
Comment:

As a Cupertino resident & cyclist, please build the Stevens Creek Trail all the way thru Los Altos, Sunnyvale & Cupertino. We wish to have our neighborhood children cycle trails instead of roads. Cycling commute green lanes are ok for adults at time such as on Stevens Creek Blvd, but never for children. The Stevens Creek Trail is a relaxing way to have green space for runners, bikes, walkers, senior etc enjoy a health stroll/ride without danger of traffic. I also lead bike rides for midpen & our community. Off road trails are wonderful & far too few. With our growing population, we need to PLAN now to have open non traffic space for our residents. It add to property value

Comment #: 388 **Name:** Jennifer Treichler
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: In favor of extending the Stevens Creek Trail
Comment:

Hello,

I have been a resident of Sunnyvale for ten years and love the progress that has been made toward spaces that can be accessed and enjoyed without cars. I am a frequent user of the Stevens Creek trail and am strongly in favor of extending it through our city, by any route (although the further away from automobile traffic the better!)

Thanks,

Jennifer Treichler

Comment #: 389 **Name:** Mike Serrone
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Strongly support Stevens Creek Trail Extension
Comment:

I strongly support extending the Stevens Creek Trail south to Stevens Creek Blvd. The current trail from Heatherstone to the Bay is wonderful. This trail and other trails through the valley such as the San Thomas Aquino trail and the Guadalupe trail are tremendous assets for the entire community.

The trail should be as protected and close to the creek as possible. In places where the bank is too narrow, building a deck or other structure should be considered. Sunnyvale has a severe lack of PROTECTED bike lanes. These greatly increases safety and bicycle ridership.

I attended the August 21st meeting and was astonished at the strong opposition. The opponents did not even pretend to consider the interests of the community at large, but were obsessed with imagined threats from bicycles and pedestrians. Absurd comments were common, such as claiming that all the bicycles would block emergency vehicles.

I am sure that any poll of the community will show overwhelming support for the trail extension. I hope the commission conducting the study will not be bullied into poor decisions by a small but belligerent minority.

Regards,
Mike Serrone

Comment #: 390 **Name:** ineke ligtenberg
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: bike trail
Comment:

I am a frequent user of the Stevenscreek trail in Mountain view and would love to have it extended through Los Altos and Cupertino.
A safe path is so important for a healthy vibrant community.

Please extend the trail through Fallen Leaf lane .

ineke ligtenberg

Comment #: 391 **Name:** Robert Harvel
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Study Feedback
Comment:

My name is Rob Harvel. I was born and raised in Cupertino. My parents and I have lived at Stokes Ave since 1970. I am opposed to the proposed route that brings the Stevens Creek trail through Summer Set Square. This will disrupt my quiet and private neighborhood.

I am sure I am not alone in this view and that the Mann Drive and Pharlap neighbors feel similarly. I would rather suggest routing the trail either down Mary Ave to the pedestrian bridge or over the Foothill Expressway. Both of those routes have ample space to accommodate the additional pedestrian traffic.

Rob Harvel

Comment #: 392 **Name:** Abraham Oren
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: I support the trail extension
Comment:

I would like to voice my support in favor of moving forward with extending the Stevens Creek trail using whichever alignment seems best.

Sincerely,
Abraham Oren

Comment #: 393 **Name:** Kevin Watts
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's Creek Trail Extension
Comment:

SCT Feasibility Study-

I would like to provide my comments on the Stevens Creek Trail Extension through Santa Clara County.

As a recreational biker, and bike commuter, I strongly support extending the SCT. Extending the trail would allow me to bike safely, without dangerous gaps in bike trails.

As a traffic worsens throughout the Bay Area, bike trails like the SCT will not only increase safety for bike commuters like me, but also reduce car trips and carbon emissions.

Thank you, and I hope we extend the SCT.

Kevin Watts

Comment #: 394 **Name:** Justin Broughton
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend the SC trail into Sunnyvale and Cupertino
Comment:

We really need more people off the roads and onto their bikes for all the right reasons:
o Healthcare costs
o Pollution/Green House Gas emissions
o Safety
o Reducing traffic

This seems like a no-brainer to me.

Thank you for your consideration.

-- Justin

Comment #: 395 **Name:** Trent Poltronetti
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Steven's Creek path alignment
Comment:

Hi There,

Please enable us and our children to ride more safely and enjoyable along creek alignments versus busy, dangerous streets like Mary.

Thanx,

Trent Poltronetti

Comment #: 396 **Name:** Peggy Jin Peng
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Support extension of Stevens Creek Trail
Comment:

Please support the extension of Stevens Creek Trail. Our kids are biking on busy streets in Sunnyvale, we want them to have a safer place for biking!

Thanks,
Peggy

Comment #: 397 **Name:** Aruna Bodduna
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: RE: Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study
Comment:

Dear Carla Ochoa,

Thank you for the opportunity to review the "Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study" report. The County of Santa Clara Roads and Airports Department does not have any comments regarding this feasibility study. We would like to be notified on the progress of the study and new project documents as they become available for review.

Sincerely,
Aruna

Aruna Bodduna

Comment #: 398 **Name:** thanks peterb
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend the Stevens Creek Trail
Comment:

Hi,

I'm a regular cyclist from San Jose to Mountain View. I use the Stevens Creek Trail at least a few times a week (I take different routes) but would take it much more often if it were to continue all the way to Homestead and Mary as I'd prefer more trail and less road. Extending this as a trail and not as just bike lanes on some streets would be a huge win as it would actually help lower the number of cars needed as more folks could bike and get more places. I'm not opposed to using streets myself as I also frequent Central Expressway and San Tomas Expressway but I know of many folks who do not bike and are afraid to bike on the streets. These folks would be much more willing to bike if there were dedicated trails. I hear there is a lot of opposition from some pretty vocal folks but I think much of their concern is somewhat short sighted. If you encourage more trail use and bike use, the roads will actually be come much better. There is no room to expand the streets to accommodate the ever increasing population so we really need to figure out how to encourage folks to use smaller vehicles to commute. This is where bikes come in. You can fit a lot more bikes commuting than you can cars. Even if you have 2, 3 or 4 folks per car, you can get more people to seamlessly commute via bike.

Please look at what many other countries have done with respect to bikes and cars and see how by thinking of alternative methods (not just thinking about cars) the net result for everyone is much, much better. I would love to see more folks who are now too scared to ride bikes due to having to share streets (I'm talking about bike lanes here) with cars have trail options as that would remove one of the main reasons why folks do not commute.

thanks peterb

Comment #: 399 **Name:** Robert Harvel
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: RE: Stevens Creek Trail Study Feedback
Comment:

I have a couple other questions which I plan to bring up in the June 10th meeting.

1. Will the pedestrian bridge result in any school redistricting since some of the schools on either side of 280 will now be closer walking distance?

2. Will there be additional Sherriff patrols to support the new trail route. There have been break ins around my area and adding additional people increases the risk of future crimes.

Comment #: 400 **Name:** Doug Hahn
Date: 6/4/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: In favor of extending the Stevens Creek Trail
Comment:

Please count me as an ardent supporter of extending the Stevens Creek Trail. The trail is a huge boon to quality of life in the valley and to not extend it would be to miss a once in a generation opportunity to do good for our community. I have been commuting to work on the SCT since the Sleeper bridge opened and it has benefited my physical and mental well-being to have an alternative to driving on traffic clogged streets. The SCT benefits everyone, especially drivers who now compete with fewer people on the roads due to the SCT.

Doug Hahn

Comment #: 401 **Name:** Nand Prasad
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Re: stevens creek trail feasabilty study project
Comment:

I object to the pedestrian/bike path on Helena drive,the street is too narrow and this proposal will cause traffic jam as it is close to Cupertino Middle School and will be dangerous to the car traffic and the pedestrians

Comment #: 402 **Name:** Judy Wilson
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments to June 1, 2015 Cupertino Mtg
Comment:

Things I want:

Use existing infrastructure at Mary and at Foothill Blvd in Cupertino, but update to make safer, and more pleasant.

Things I don't want:

Do not use residential streets in Cupertino as a trail. And, do not build a new bridge into residential neighborhoods.

Reasons:

Keep residential streets safe for driveway backups, safer from crime, cleaner from added litter (from more people), and more private.

Keep streets clear for emergency use during Earthquake, Flooding, Fire, Urgent Medical ,etc. and for normal street cleaning, garbage pickup, neighborhood children and cars.

Any funds scheduled for use should also include upkeep of infrastructures. (Not just only for the initial implementation.) Also, keep emergency and insurance needs in mind when planning any new projects.

Thank you for your attention.

Comment #: 403 **Name:** Kenneth J, Klinkowski - Marianne Klinkowski - Kenneth F. Klinkowski
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Trail Response From Cupertino Residents
Comment:

Dear Sir or Madam,

We purchased our home on Phar Lap Drive in 1980 and have greatly enjoyed living in the Cupertino foothills. We are vehemently opposed to the proposed "option" which would turn our quiet residential street into a busy thoroughfare with potentially hundreds of bicyclists moving at speed past our driveway on a surprisingly steep downhill slope. You have been advised that this proposed route is potentially very dangerous, with 53 driveways on Phar Lap Drive alone and with many residents backing out multiple times per day. Are you really prepared to deal with the liability issues this ill-advised option would incur?

Along with the safety factors, cost is another important issue which must be addressed. An estimated $15,000,000 plus the inevitable cost overruns to build a superfluous bridge over Highway 280 makes no sense whatsoever and proves this option a ridiculous one at best.

As numerous speakers pointed out at the feasibility study public meeting on June 1, the connection from the established trail in Mountain View-Sunnyvale to where it picks up again at Blackberry Farm in Cupertino will not and cannot be a "nature" trail as there is absolutely nowhere to go but city streets. Stevens Creek in this area runs along the backyards of long established residential neighborhoods with no public access for several miles. It would be impossible to bring an ambulance or fire-fighting equipment to the banks of the creek for emergency response. We would venture to say that the potential liability issues involved would be daunting.

If this trail connector must be built, the logical route would be Foothill Boulevard, which features a widely-used bicycle path and easy access to scenic Rancho San Antonio Park or Mary Avenue which boasts a recently constructed, full-scale bicycle and pedestrian bridge already built over Highway 280, which connects Mary Avenue to the Sunnyvale side of the freeway and on to the existing trail. The proposed Mary Avenue route has the added advantages of a wide, level and mostly straight configuration, few curb cuts or driveways, a popular farmers market, an existing dog park and the opportunity for retail shopping and dining. This would seem to be the overwhelmingly preferred and obvious choice.

We, and our many neighbors in Oakdell Ranch, are very motivated to oppose the Phar Lap Drive "option" and will vigorously defend our rights as Cupertino residents and voters to ensure that our streets remain safe for our children, our elderly family members and ourselves.

Sincerely,

Kenneth J, Klinkowski
Marianne Klinkowski
Kenneth F. Klinkowski

Comment #: 404 **Name:** Emily Lee Kelley
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Re: Somerset Park, Stokes Avenue/Stevens Creek Trail
Comment:

We are opposed to construction of a bridge over Interstate 280 near Somerset Park & Stokes Avenue.

We already have traffic and parking issues with the park, and additional construction + any elimination of street parking, etc. would be a hazard to this neighborhood.

We were unable to attend the Cupertino Public Input Meeting on June 1st but wanted to voice our strong opposition.

Jon & Emily Lee Kelley

Comment #: 405 **Name:** Kumar, Surya
Date: 6/4/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Input on Stevens Creek Trail Extension
Comment:

Hi,
I am a resident of Cupertino. We live at Wallace Dr. I am emailing to provide my input on the proposed extension of the Stevens Creek Trail.

In summary, I am very opposed to all the options for connecting the two existing trails. The main reasons are:

1. One of the reasons why the existing 2 trails are popular is because they are separated from vehicular traffic. Connecting the 2 trails by marking existing roads as "Stevens Creek Trail" would create a perception of safety where none exists as all the proposed options would go thru many neighbor hoods and bikers will have to cross several home driveways. This is very unsafe.

2. During school pick up and dropoff times (there are several schools in the area) traffic is already a nightmare for us parents rushing to get the kids to school on time. Adding bikers to this congestion is a terrible idea and is bound to create accidents.

3. One of the options calls for a new bridge across I280. This is is a complete waste of tax payer money. I cannot believe the committee would even propose such an irresponsible idea.

4. In summary if the planners had a vision to have a trail from cupertino to Mountain view via Los Altos they should have set aside the space in the 1950's when several of our homes were built. Carving out a trail from existing busy roads that crosses numerous homes is unwise, unsafe and fiscally irresponsible.

- Kumar, Surya

Comment #: 406 **Name:** Gail Irvine
Date: 6/4/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen leaf Trail
Comment:

Regarding the feasibility study hearing .....

The Grant Park neighborhood is a family residential neighborhood with many children that need safe routes to schools. Families also have a right to safety in their neighborhoods.

I request that you respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.
- Make use of the new and relatively unused $14 million Mary Ave bridgeover Hwy 280. Do NOT build a new one.
Once and for all let's put a stop to this. Stop wasting tax payer money continuing to study something over and over again.

Listen to the residents that voted for you. Not outsiders that want to run a trail through our residential neighborhoods forever changing the character of our town.

As 45 year resident, I strongly oppose considering Fallen Leaf Lane for any further feasibility analysis.

Gail Irvine
Los altos CA, 94024

Comment #: 407 **Name:** Larry W. Thompson

Date: 6/4/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail feasibility

Comment:

To Members of the Los Altos City Council,

I have been a resident of Los Altos for 33 years, and I have lived on Fallen Leaf Lane for over 30 years. I am a serious biker. I have ridden most of the trails in the mid-peninsula region, as well as many in south Santa Clara County, Monterey and Santa Cruz Counties. Many of these have been in rural areas, that are paved and running close to creek beds. I can understand the sentiment of having long trails isolated or protected from the noise and risks of bike lanes adjacent to motorways.

In developing such trails, however, one must always consider the cost to benefit ratio very seriously. Cost should not be construed as simply the amount of money it takes to plan and construct specific trails, which in the case of the Stevens Creek proposal is now becoming exorbitant. It should also include the increased burden it may place on citizens in communities surrounding the trail. While the benefit to cost ratio (particularly the citizen burden) may have seemed favorable to city planners in the construction of the existing Stevens Creek trail running from the bay to its present terminus at Heatherstone Way and the short (1+ mile) section in Cupertino, the burden to citizens throughout the remainder of the trail will be immense, making the cost benefit ratio extremely unfavorable, to say nothing about the actual dollars needed for design and construction.

On the other hand, what are the benefits of designating a specific extension of the Stevens Creek Trail area through densely populated communities in order to connect to a trail in Cupertino that runs slightly more than a mile in a low density populated park region? Will this facilitate in any way the intercity travel that might minimize traffic problems in the cities involved? How will this help solve the ever increasing commercial transportation problems both between and within cities? Will it increase the commerce of the four cities? Will it have any positive impact other than provide a nice resource for the recreational cyclists and some pedestrians who want to travel further distances on designated trails without interruption? Will it enrich and improve the quality of life for the majority of the citizens in these four cities? Historically, it does not appear that these questions were addressed using any systematic strategies that might lead one to have any confidence in the answers, if they were addressed at all. It would seem that these should be basic issues in the minds of any who were contemplating such a potentially devastating project.

Yet I was puzzled as I read through the" feasibility" study that appeared in April 2015, in that the major premise seemed to be "how" and not "why" this trail must be extended. This was a meticulously detailed study on the problems and issues in designing and constructing the extension through areas in Los Altos, Sunnyvale and Cupertino, coming to the conclusion that there are three potential routes, all of which are possible but none of which is optimal. Implicit in this work it appeared that the underlying assumption was that this extended trail is to be done, and the question of "not feasible" was never addressed in a compelling fashion. Yes, it would be "nice" to have recreational areas interconnected, but is it worth damaging neighborhood communities in Los Altos, Sunnyvale and Cupertino so that cyclists can ride a few more miles on an isolated trail?

There are so many more transportation problems in need of solution in this burgeoning community of small cities that the continued investment in the Stevens Creek Trail Extension must of necessity be viewed as an extremely low priority item, if not abolished altogether. The quality of life for all citizens in this area is decreasing as a result of the dramatically high increase in traffic volume, particularly during the school and rush hours. This should be our focus. Increased cycle use would help alleviate this problem. However, there is no evidence to support that spending an exorbitant amount of money and disrupting local city communities unnecessarily to extend Stevens Creek Trail will lead to this end. Any funds allocated for cycle transportation should be used to focus on the development of safe cycle ways that would facilitate cycle transportation from home to schools and work settings? It is difficult to envision the proposed extension as addressing this point in any "feasible" way.

Regardless of where I lived in Los Altos, if I were a member of our city council I could not in good conscience vote for continued work on the Stevens Creek Trail Project as it is currently conceived. The "dream" of a long cycle trail following Stevens Creek held by a few, if realized would no doubt be a nightmare for the many.

Respectully,

Larry W. Thompson, Ph.D. ABPP

Comment #: 408 **Name:** Eric Colton
Date: 6/4/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for Steven's Creek Trail Extension
Comment:

Hello,

I am writing to express my support for the extension of the Steven's Creek trail following the creek as much as possible.

I am a long time bay area resident that has lived in Menlo Park, San Jose, Santa Cruz and now Mountain View. Throughout my life in the Bay Area I have enjoyed the myriad of off street recreational paths available. I have fond memories walking with my family along the San Francisquito Creek Trail, commuting to work while in college at SJSU along the Los Gatos Creek Trail, moving across town on the San Lorenzo Riverway in Santa Cruz and excising along the current Steven's Creek Trail in Mountain View.

I believe that these trails allow for a great breadth of different experiences and are a wonderful way to build community and enjoy the natural surroundings that make the Bay Area so special. They're also a safe way to get around town without the concerns of vehicular traffic and road noise. I believe that life in these areas would be fundamentally different without these trails and an opportunity to extend any trail should be made a priority.

I'm looking forward to the future of the Steven's Creek Trail and can't wait to see a creek side extension made into a reality.

Best Regards,
Eric Colton

Comment #: 409 **Name:** Grant Spencer
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Sunnyvale Strongly Supports Trail Extension to McClellan Ranch
Comment:

Hello,

I have lived in Mt. View between 1992 and 2003 and have been a Sunnyvale Resident since 2003. In that time I have lived near the trail entrances at Landels School and El Camino near Grant Road and now live in Sunnyvale on Harvard Ave. near the new Heatherstone entrance. I have worked downtown Mtn. View near the trail bridge over the train tracks and now work downtown Sunnyvale on Evelyn.

During this time I have greatly enjoyed these trails and access to the bay. I have never found the trail to be anything but a beneficial and positive thing. Our family has used the trail for biking, jogging, and walking. It has been a source of pride to be a member of a community that has a resource like this and supports and invests in projects like this. From the time we moved to Sunnyvale we waited very anxiously for the trail to be extended across El Camino and Hwy 85 so we could safely access the trail and really appreciate the new trail bridge that brought it to across Hwy 85 towards us. Thank you for supporting that. The thought that the trail would not be further extended up Steven's Creek towards Steven's Creek County Park and Fremont Older Open Space Preserve would be very sad and I think is not forward looking.

Although we are Sunnyvale residents we spend a large amount of time in Los Altos, Cupertino, and Saratoga. We frequently shop in Cupertino at businesses like Whole Foods and our family has participated in the 4-H program at McClellan Ranch for years. We spend time there almost every weekend and have seen first-hand how many people enjoy and appreciate the new trail segments through McClellan and Blackberry Farm / Golf course but it is a trail to nowhere! The investment in the new nature center at McClellan Ranch would be doubled in value to the all the communities along the creek if they were reachable by all residents of the cities along the creek by bike and foot. Unfortunately there is no safe way to bike there from Sunnyvale to that part of Cupertino from Sunnyvale. Going across the bike bridge near Homestead High School gets you to Memorial park safely but you have to navigate very wide, busy, and dangerous streets and highways (Steven's Creek, HWY 85, Foothill Expressway, etc…) to get access to the area near Blackberry Farm and McClellan Ranch. There was recently a bike fatality at the corner of Fremont and Mary in Sunnyvale that has residents worried about bike safety. Please making biking and walking safe in our communities; please extend the trail!

When the trail first came through Mt. View near Landels School I re-call that some residents were nervous but a large majority were quickly won over and in the end and saw that it didn't make neighborhoods noisy or increase traffic or anything else negative; it gave us safe access to the Bay as well as safe access across major obstacles like train tracks and dangerous roads like El Camino. I am un-sympathetic to what appears to me as the same old arguments being made that have proven to be wrong. The opposition comes from a very small minority that does not represent general opinion.

Please support extending the trail on to Mountain View High through to McClellan Ranch with no gaps and missing trail segments - and eventually farther to make the Stevens Creek Trail a bay to hills trail that is a crown jewel of Santa Clara county and all the cities along that corridor.

I strongly support this and I urge you to support it. I pay attention to city government, and I vote. Thanks for taking the time to read this. Please let me know if you have any questions.

Grant Spencer

Comment #: 410 **Name:** Grant Spencer
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Sunnyvale Strongly Supports Trail Extension to McClellan Ranch - additional point
Comment:

I forgot a point I wanted to add to my earlier message. While I don't have a comment on specific trail alignments my preference and strong recommendation is to make the trail consistent with earlier segments in Mt. View and Cupertino. By that I mean the trail should continue wherever possible along the creek corridor itself and be a greenbelt/greenway trail. An all-city street route that bypasses the creek corridor entirely is far less valuable asset to the community and should be avoided. If compromises have to be made on small segments outside the creek corridor those should be on wide paths constructed within the existing right-of-way of roads (or by reducing multiple lane roads to single lanes to create the space) so that the pedestrians and bikes aren't mixed with traffic. We need and deserve a beautiful and safe trail.

Wherever possible preference should be given to routes that do not require pedestrians and bicyclists to navigate streets with vehicular traffic and parked cars - that is not in spirit of the existing trail and not safe to put trail traffic on high traffic volume streets and sidewalks. A bike route and neighborhood greenway trail should be feasible; pedestrians and bicyclists should not share the road with vehicular traffic if at all possible. I urge the planners and cities to favor a greenway trail creek corridor path wherever possible.

Grant

Comment #: 411 **Name:** Aleksandar Milivojević
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

I'm thrilled by prospect of having Stevens Creek Trail extended. However, I'm also deeply saddened by smear campaigns of "not in my backyard" mob. Many of their arguments have no connection with reality, and some are even insulting. E.g. claiming that trail will affect crime rates is especially insulting. I'm trail user, and they are labeling me as "potential criminal"? Just because I don't happen to live in Los Altos? Sounds like severe case of massive anthropophobia.

I use the trail occasionally, and it is tremendous resource that makes cycling towards Los Altos and Cupertino so much safer. I hope the trail will be extended to follow the creek as much as possible.

Where not possible (hopefully for reasons other than NIMBY crowds) and surface streets must be used, I would suggest marking residential streets in Los Altos as bike boulevards, for example same as was done with Bryant Street in Palo Alto, and cutting them off for through traffic (again, see Bryant Street in Palo Alto as example).

At the point where the trail currently ends, I usually take Diericx drive towards Truman Avenue and Newcastle. If extending the trail is not possible, dedicating that or similar route through Los Altos as bike boulevard with traffic light at Fremont would be next best alternative.

I wouldn't be really fond of using Sunnyvale streets as alternative, as they have more car traffic and don't feel as safe. I'd actually strongly oppose Sunnyvale surface street option

Comment #: 412 **Name:** Curtis Ullerich
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In support of Stevens Creek Trail extension
Comment:

Cycling is my primary means of transportation; I bike over 100 miles weekly in the Mountain View, Sunnyvale, Cupertino, and Santa Clara areas. I rely on bike trails to stay safe and get where I'm going quickly. Hopping between trail segments can be dangerous, confusing, and time-consuming: uninterrupted trails are essential. Even when bike lanes are available, cars are often parked in them, and turning becomes especially risky.

The general public can benefit from this healthier, greener, and safer mode of transportation and recreation. Please support the health and safety of our citizens.

Thank you for listening,
Curtis Ullerich

Comment #: 413 **Name:** Robert Embry
Date: 6/4/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Public Works Representative,

I would highly recommend using the Stevens Creek corridor.

The Stevens Creek corridor will separate automobile traffic (that will only get heavier) from pedestrians, skaters and bike riders.

The Stevens Creek corridor would be the only option that earns the word trail. When surface streets are used, it becomes a bike route or lane, not a trail.

Keep the Stevens Creek Trail alive and well !

Thanks You for Listening,

Robert Embry, 22 year resident

Comment #: 414 **Name:** Ivailo Nedelchev
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: extension to "steven's creek trail"
Comment:

Hi, My name is Ivailo Nedelchev and I am a Sunnyvale resident.

I would like to state my view on the possible extension to “steven’s creek trail”.

1) Building a new bridge over hwy 280 where 2 other bridges and an underpass (foothill) exist within a mile is an irresponsible waste of public resources.

2) Dumping its additional traffic to a single residential street is unfair to its residents.

3) Trying to disguise that the trail will be like the existing steven’s creek trail with no car traffic is misleading. Your proposals are for an extension onto the streets of Sunnyvale with cars and all the issues of peak traffic and its implication for safety. Your advertising conveniently omits this.

I believe the solution involves improving safety on multiple alternative connections/streets across town aiming at better conductivity for bike traffic and using existing resources such as bridges and underpasses.

Thank you!

Ivailo Nedelchev

Comment #: 415 **Name:** Joan Altman
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Public Safety awarness
Comment:

City of Sunnyvale public awareness:
As a crossing guard with the city of Sunnyvale, at the the crossing of 1400 Belleville Way and 1100 The Dalles. Also being a big believer in public safety, l have concern about the traffic in this area. I suggest that there should be a four way stop sign at this intersection. Placing the sign in the middle of lanes on both side of the street. Car are not stopping at the stop sign that all ready in place. Many cars are speeding down the street. I am truly concern for the safety of people crossing the street. I have seen many closes call on this intersection with car crash into each other. A lot of time car will stop that do have to stop sign. Then cars will try and pass on there right side, coming really closes to the curb. Please take a survey with the people in the neighborhood and parent's with children that go to school. Am sure they would agree that something needs to be done to slow people down in there cars.
Thank You
Joan Altman

Comment #: 416 **Name:** Pat Grant
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Re: Sunnyvale severely lacks park space, 1/3 of average, support the trail
Comment:

Ever notice Sunnyvale parks it's impossible to find space on weekends. No wonder Sunnyvale has only 5.46 acres of parks and open space per 1000 residents. That's well below area and national levels. Actually only 1/3 for city of our type. With our booming population we need more park space but with land costing few million an acre it just costs too much.

This is why opening up public space along Stevens Creek is so critical. Please write sctfeasibilitystudy@sunnyvale.ca.gov and support more open space parks

Here is park and open space acres per 1000 residents from the below website and city staff:

Sunnyvale 5.46

Fremont 97.6
Irvine 37.0
San Jose 16.8
Mountain View 13.5
Oakland 15.1
San Francisco 6.9
Las Vegas 5.2
Mesa Arizona 5.0

Average medium high density cities 15.6

https://www.tpl.org/sites/default/files/files_upload/2014_CityParkFacts.pdf

Sent from my iPhone

Comment #: 417 **Name:** Pat Grant
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Re: Sunnyvale severely lacks park space, 1/3 of average, support the trail
Comment:

One addition why Sunnyvale must complete Stevens Creek Park and Trail to Fremont.

Planning commission gives land values of $3 to 5 Million an acre. Adding a trail on Stevens Creek on that approximately 25 acres for recreational use will save the city well over $100 Million over any other park possibility. Anyone that says no to take advantage of this one time possibility, better not be an accountant.

Sent from my iPhone

Comment #: 418 **Name:** Denise Kato
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: support for extension of trail
Comment:

Hi – as I resident of Sunnyvale and recreational bike rider, I fully support the extension of the Stevens Creek bike trail. I love to ride the existing trail, and I see how many other people enjoy walking and riding their bikes along it as well. I have also seen how the provision of bike trails enhances a sense of community and appeal to visitors and potential home buyers and businesses concerned about commuting difficulties for their employees. The only drawback of the trail now is that it doesn't extend further around the valley. I would love to be able to ride unhindered by the extensive automobile traffic in our area to Cupertino. I think expanding the addition of bike paths increases the appeal and, therefore, value to our community.

Denise Kato

Comment #: 419 **Name:** Eleanor Chan
Date: 6/4/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello.

I am a Sunnyvale resident who uses Belleville Way daily to travel to and from my home.

I do not agree that Belleville Way should become an extension of the heavily trafficked Stevens Creek Trail. Belleville Way must remain a two way street for cars, because it is a critical connection for northbound and southbound automotive traffic between Homestead Road and Fremont Avenue.

Futhermore, car parking along both northbound and southbound sides of Belleville must continue to exist. If cars are not allowed to park along Belville Way, the adjoining streets will be unable to provide sufficient parking spaces for the displaced cars.

Sincerely,
Eleanor Chan
Brookings Lane Resident
Sunnyvale, CA

Comment #: 420 **Name:** Chuck Nolan
Date: 6/4/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Open Space
Comment:

G'Day,

Please show me as strongly in favor of more open space, with a particular focus on redwood trees, where conditions favor them. Fair Oaks Business Park could have been designed with higher rise buildings and more open space.

LinkedIn on Mathilda is a tragically poor land use where a much taller building, with all parking underground and a surrounding urban forest would have been much better than the current traditional style of moderate height building with very little open space.

We need to circle large parks with bicycle paths, where children and adults can enjoy riding their bicycles, without the constant fear of being run down by a driver on a cell phone or a person who is simply drunk. These paths should be completely clear of sharp objects and only be paved where the bicycle wheels will run, leaving the path lined with soft bushes to cushion falls. Pedestrians should be warned to not use these bicycle paths, unless assisting a child in learning to safely ride.

Regards,
Chuck Nolan

Comment #: 421 **Name:** Teri Hirota
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT Fremont to Homestead
Comment:

To Whom it may concern:

I have lived 20+ years on Brookings Lane (side street of Belleville Way). I oppose the possible SCT thru Belleville Way because I feel this a safety issue for everyone. With the completion of Stanford Health Center's medical complex at the corner of Belleville and Fremont, this will only increase the traffic and congestion thru Belleville.

Corner of Fremont/Belleville/85 is already very dangerous with all the cars and by putting trail thru this would add to congestion.

Please consider minimizing impact on existing neighborhood. Belleville Way should NOT be chosen as a possible trail route.

Teri Hirota

Comment #: 422 **Name:** Yi Han
Date: 6/5/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Support of Steven Creek Trail - Fallen Leaf Lane option
Comment:

Dear Sir/Madam,

It is my great pleasure to writing to you about extending Steven Creek Trail.
Linking Steven Creek Trail from Mountain View to Cupertino will benefit residents of whole bay area, providing a great venue for relaxing, exercising and observing nature.
I hope it can be finished as soon as possible. I support the Fallen Leaf Lane option, which is along the creek, and is the shortest path and needs least effort to make the connection.

Best regards

Yi Han

Comment #: 423 **Name:** Submitted by public multiple times as duplicated message - see noted names
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments for Stevens Creek Trail Feasibility Study
Comment:

Dear Sir/Madam,

I have recently heard about this trail feasibility study which will impact my neighborhood.
I have serious concern about this proposal:

1. The Somerset Park is a very small park comparing to other parks in the area. The park is small and can barely support the local neighborhood without heavy crowding.
If we add the trail from Sunnyvale side, the park walking and biking traffic will grow exponentially. This will prevent the local citizenship from enjoying their local park as the park will be full of people from other area. The park will see more crimes, more trash, more homeless people if the new trail is added.

2. The roads around the Somerset Park are all small residential streets which do not have space for additional bike lanes. We have many kids in this neighborhood and the new bike lanes with create lot of bike traffic and people hiking from other areas to this small streets. Our small and quite neighborhood street cannot support this new bike traffic. Our small local streets cannot support high speed bike traffic as this bike traffic is dangerous to our children and pets, and it will totally ruin our quite neighborhood landscape.

3. Alternatively way: build a trail bridge above the railway track next to Somerset Park. This diverts the new trail traffic.

4. Having many more strangers walking or biking in our neighborhood will cause more crime, conflict of street usages between local people and hiking people, and extra trash to our neighborhood.

Please include my concerns in the final reports.

If you have any question, please call me

Regards,
Ken

Regards,
Sammy

Comment #: 424 **Name:** May Kwan
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study (Comments)
Comment:

Hi,

I have serious concerns about the proposal of a recent trail feasibility study that will affect my neighborhood. I live within walking distance to the Somerest Park.

1. The Somerset Park is a very small park comparing to other parks in the area. The park is small and can barely support the local neighborhood.
If we add the trail from Sunnyvale side, the park walking and biking traffic will grow exponentially. This will prevent the neighbors from enjoying their local park as the park will be full of people from other area. The park will see more crimes, more trash, more homeless people if the new trail is added.

2. The roads around the Somerset Park are all small residential streets which do not have space for additional bike lanes. As this neighborhood is primarily made up of small streets with only one exit via Peninsula Avenue to Stevens Creek Blvd, there are many neighbors (including elderly and very small children) walking on the streets. The new bike lanes with create lot of bike traffic and people hiking from other areas to this small streets. Our small and quite neighborhood street cannot support this new bike traffic. Our small local streets cannot support high speed bike traffic as this bike traffic is dangerous to our children and pets, and it will totally ruin our quite neighborhood landscape.

3. Alternatively way: build a trail bridge above the railway track next to Somerset Park. This diverts the new trail traffic.

4. Having many more strangers walking or biking in our neighborhood will cause more crime, conflict of street usages between people in the neighborhood and biking people, and extra trash to our neighborhood.

Please include my concerns in the final reports.

If you have any question, please call me.

Regards,

May Kwan

Comment #: 425 **Name:** Alfred Hwu
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek trail path sharing
Comment:

Stevens Creek trail has been my favorite running path. However, cyclists ignoring speed limit signs and "alert when passing" signs has been a problem for me. This is especially bad on weekdays morning when you could have swarms of cyclists speeding by.

As we plan for the new trail, please consider the speed limits and how to enforce them to ensure all parties can enjoy the trail safely. Can we install "gentle" speed bumps along the trail so that cyclist would not use it for a rehearsal of Le Mans?

Comment #: 426 **Name:** Jim Bleakley
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail options
Comment:

I ride the Stevens Creek Trail every week and have ridden every existing portion of all the current trail options. Here is my recommended route:

1. The "Creek Corridor" from the Dale/Heatherstone bridge to near Fremont Avenue.
2. Belleville Way from Fremont to near Homestead Road.
   A possible alternative is Belleville Way in one direction and Fallen Leaf in the other.
3. Barranca Drive from near Fremont to the creek culvert under I280.
4. Madera Drive and Phar Lap from the creek culvert to Stevens Creek Boulevard near Blackberry Farm.

The road crossings at Fremont, Homestead and Stevens Creek are certainly non-trivial, but that's life.

Here are my comments on the other suggested routes:

1. Mary Avenue from Stevens Creek Blvd to Fremont is a fine bike commuting route, but hardly a pedestrian or bike trail. The north/south section required along Stevens Creek Blvd is very hectic in both directions.
2. Bernardo Avenue is very narrow and has a lot of traffic.
3. The railroad right-of-way south of I280 is worth developing as a trail, but it leaves you at the top of a hill in the Monta VIsta congestion.
4. The Foothill Blvd & Stevens Creek Blvd suggestion must be some kind of a joke. Threading a bike through gravel trucks and other traffic at a freeway interchange is very difficult. The hill on Stevens Creek Blvd is long and steep for a casual rider.
5. The Fremont Avenue and Grant Road sections shown on the map are surely intended as trail access routes only. If they were part of the official trail people would simply use Belleville or Fallen Leaf instead.

I have attended two iterations of public meetings on the trail and am skipping this one. I don't think that the size of a claque is any measure of what should be done. Let's get at it.

Jim Bleakley

Comment #: 427 **Name:** Angela Kristovich
Date: 6/5/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail - Do not use quiet residential streets
Comment:

Esteemed Representatives

I am sending my thoughts on the Stevens Creek Trail Proposal.

As a current homeowner in Los Altos and past homeowner of Sunnyvale, I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf, nor should quiet residential streets in Sunnyvale such as Belleville or Bernardo, all of which portions are between Fremont and Homestead to be used for trail purposes. These quite residential streets should not have their streets impacted by a trail route.

We sold our home in Sunnyvale to a Google employee. If he uses the current connection at Heatherstone is not as important to no so much as the fact the he did not need the trail to come to his home to know/find how to enter the trail. This idea works the same for homeowners on the potential trail alignment options that may have a trail proposed across their front yards now.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. Recurring driveways and intersections are not like a tail. Pretending a street is safe like a Trail endangers both people on bikes, walkers on a trail.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm. This route also could offer easy separation between road and cycle traffic.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

Angela Kristovich
Los Altos Resident

Comment #: 428 **Name:** Jennifer Christian
Date: 6/5/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: I support the Stevens Creek Trail
Comment:

To whom it may concern:
I'm a professional with full-time employment who lives in Sunnyvale. I bicycle to work in Cupertino several times a week and use the Stevens Creek Trail on weekends for recreational rides.

I support expanding the trail in a way that minimizes the negative impact on car transportation. For that reason, I support options that focus on Dale/Heatherstone to Fremont or Homestead to Stevens Creek Blvd.

Such expansion will encourage me to use my bike instead of my car more often because I'll feel safer — which also means reduced traffic and pollution.

Trails also serve to beautify neighborhoods and make the areas more desirable.

Thank you,

Jennifer Christian

Comment #: 429 **Name:** Melita Chow
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT proposal - Bernardo one way street
Comment:

Dear Members of SCT Feasibility Study and Sunnyvale Council Members,

I am writing to express my opinion of changing Bernardo Ave. between Fremont and Homestead Rd. into a one way street in order to install a bike path. I live on Enderby Way and my daily life would be directly affected by this change. I travel southbound on Bernardo several times a day and this is my husband's daily commute route. I vehemently disagree with this option for several reasons.

1. This part of Bernardo does not in any way connect to the SCT trail at either the North or South ends. Bike riders would still need to traverse through regular traffic and existing bike paths to reach either end of the trail.

2. Making Bernardo a one way street would have a huge impact on the traffic on Wright Ave. and even Mary Ave. This is already a busy thoroughfare for drivers taking their students to Homestead High School and Cupertino Middle School in the morning and picking up their students in the afternoon.

3. Removing street parking for residents of Bernardo would negatively affect property values and would impact neighboring streets which come off of Bernardo as any additional parking would overflow into those areas

4. Safety concerns for residents who live on Bernardo and neighboring streets. Would police, fire and ambulances be able to access their homes in a timely manner in case of an emergency? The time required to loop around the block could have severe consequences in the case of a fire or heart attack when seconds count. Also having the street run one way would impact emergency vehicles traveling southbound and reaching Cupertino Middle School in a timely manner.

5. How much use would a bike path receive versus how many residents daily lives would be disrupted? In the end, this path is for recreational purposes. The bike riders can choose whether or not to ride their bikes. Residents are not as flexible and cannot just move. This bike path would impact their lives 24 hours a day, 7 days a week, 365 days a year. I believe it is unfair and selfish to expect the residents to give up so much so bike riders, runners and other pedestrians can enjoy their weekend/evening strolls. Plus, there are perfectly good sidewalks runner and pedestrians can use that are already in place on Bernardo.

I honestly do not see how a bike path, which would require converting Bernardo to a one way street is in any way a good option. There is nothing aesthetically pleasing about looking at a sound wall on one side and making sure you are looking out for cars driving and pulling out of driveways on the other.

It makes much more sense to build up the existing infrastructure of bike paths on Mary, Fremont and Homestead as well as being more economically responsible. Bike riders may complain about this adding an additional mile or two to their route, but aren't they out riding for exercise? What is another mile on a bike versus additional miles of commuting for residents who would have to add an additional mile due to having to drive a circuitous route to their homes. I think the impact of extra car miles is more detrimental to the environment than an extra mile on a bike. We are ultimately a society of car drivers. We do not live in a country where bike riding is the primary means of transportation. We drive cars. On a rainy day, how many people will really get on their bikes versus getting in their cars? Please consider the impact that changing Bernardo into a one way street would have and make the right decision for the residents of Sunnyvale.

Thank you.

Melita Chow

Comment #: 430 **Name:** Linda Poggetti
Date: 6/5/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Sunnyvale open space
Comment:

To Whom it may concern,

I am writing to request that you support more open spaces in Sunnyvale. I am aware of the value of local real estate however with so many active people and families residing in Sunnyvale having more open space will indeed further increase the desirability of local real estate while providing residents with a healthy environment.

Thank you in advance for your time abs consideration.

Sincerely,
Linda Poggetti (Sunnyvale resident)
Sent from my iPhone

Comment #: 431 **Name:** Mike Rexroad
Date: 6/5/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: We need more parks
Comment:

Hi,

Park space has been a growing issue over the past few years. While the playgrounds have grown more and more crowded, the fields themselves are almost always occupied by adult soccer or cricket leagues or is a daily meeting space for off-leash dog play in the evenings. It's frustrating to see announcements for development of new high density housing complexes, and how the additional tax revenue will help the budget, but never is there mention of land being purchased for either new parks or new schools.

With large properties like the Corn Palace off of Lawrence coming to market in next few years, wish Sunnyvale would prioritize open park space.

Mike Rexroad
Sunnyvale Homeowner and Parent

Comment #: 432 **Name:** Fred Sabour
Date: 6/5/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Transit Bike Route
Comment:

Dear Sir,

I would like to voice my strong opposition to the consideration made in converting the Phar Lap/Mann Drive into a "bike trail".
Essentially this project is going to convert my quiet neighborhood into a transit bike path. How many bikes are going to pass through our streets? The estimates are indicating over 1000 bike riders on week-ends. This is dangerous for my children, my neighbors who try to drive to or from home and converts our quiet neighborhood for ever. I am shocked that the "planners" of this project did not consider our right for a safe and peaceful neighborhood and think that our rights for peaceful and quiet life is less important than bikers' right for passage. Please let me summarize:

- It is a mistake to think impact is minimum. The safety of our small children and elderly pedestrians are in danger. We have to endure noise and bike traffic. Many conveniences such as ability to park on streets is going to be taken away from us.
- It is wrong to convert a quiet cul-de-sac neighborhood into bike transit route, and bring down property values.

And finally, why do we want to open up a beautiful and charming neighborhood and convert it to a public biking route while existing routes such as Foothill Blvd. can be improved and made better, costing a lot less than $40m?

Respectfully,
Fred Sabour

Comment #: 433 **Name:** Justin Visas
Date: 6/5/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Concerns
Comment:

Council Members,

I am a college student and an occasional user of the Stevens Creek 'trail'. As a south Los Altos resident, I would like to see a rural connecting 'trail' between Mt. View and Cupertino, however, the reality is that this is not practical. Lets be clear, this is not going to be a 'trail'. There is no available land for a 'trail'. The proper name for this project is a '…connecting bike lane or connecting bike route'.

I want to see a responsible, common sense solution that uses existing infrastructure, such as a wide, well lighted main street with sidewalks, not a small quiet neighborhood side street like Fallenleaf Lane or Newcastle Dr. A wide street with sidewalks would be safe to use for bike riders, walkers, joggers, skate boarders, people of all ages.

Mary Ave. is the best and safest option as it is wide enough to accommodate increased number of bike riders using existing bike lanes and non-riders using existing sidewalks. It is well lighted at night, it connects directly to the existing bridges. Yes, use the existing bridge over I280. There is room to improve the existing bike lanes and sidewalks on Mary, if needed. A route along Mary Ave. also provides the opportunity to access retail facilities along the way which I, as a biker, enjoy.

With hundreds of bike riders of all ages, and other people using the route, putting it through Fallenleaf or Newcastle Dr. doesn't make sense. It is extremely dangerous with narrow streets, no sidewalks, no lights, a lot of trees and bushes obscuring vision and many cars moving in and out of driveways.....accidents WILL happen. There will, no doubt, be increased crime such as vandalism, burglaries and trash dumping. It will destroy those neighborhoods. That is a failed solution.

Justin Visas
South Los Altos

Comment #: 434 **Name:** George Visas
Date: 6/5/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Comments
Comment:

Dear Council Members

As a property owner and bike rider in south Los Altos, I don't believe the trail options using Fallenleaf Lane and Newcastle Drive are a viable solution. There will be huge negative impacts to these quiet family neighborhoods. The narrow streets without sidewalks and lights present tremendous safety issues to users and homeowners. Cars back in and out of driveways with many trees and bushes obscuring vision, children play in their yards and on the streets. Off street parking will create additional problems and residents who walk these streets during the day and at night will be at risk of being hit by fast riding bikers. And they do ride fast! The potential for neighborhood crime will increase. As a biker, I make safety a priority.

We, as citizens, vote for council members and expect responsible and safe solutions. This is not a responsible, safe solution for anyone.

As I have heard from many neighbors in and around the area, I would expect tremendous legal pushback if these streets become the recommended solution.

My suggestion would be to use Mary Ave. in Sunnyvale. Mary Ave. has wide streets and sidewalks for bike and pedestrian safety, has lights and provides a direct path to the existing bridge over highway 280 to Cupertino.

Be responsible and use all existing infrastructure…do not waste money on new bridges or sidewalks or bike paths…they exist already! Use the funds to improve the existing bike paths and sidewalks for everyone to enjoy.

People want a common sense solution that benefits ALL. Mary Ave. is that solution. Destroying a small, quiet residential family neighborhood is not.

George Visas

Comment #: 435 **Name:** Huma Qureshi
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen Leaf Trail
Comment:

I am a Los Altos resident and am concerned about building a trail that will go through a neighborhood with existing properties, chopping down trees, being a traffic hazard because of cars entering and exiting their driveways. The trail needs to be in a neighborhood that will have the least impact on residents. Neither Fallen Leaf or Belleview are good options. We need to come up with alternate routes that will have the least impact on the neighborhood.

Thank You,
Huma Qureshi

Comment #: 436 **Name:** Carol Ovelman
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Esteemed Representatives:

For all of you who think the trail should go down Fallen Leaf, please take a couple of minutes to step outside your front door (and in my shoes) with a measuring tape and measure nine feet into your property from the street curb closest to your property (not the asphalt but where the curb ends on your property). That is what we are facing on Fallen Leaf....i am old...retired...and tired :(and have lived here since 1980...and am by no means affluent...our mature redwood that is 70 feet tall would be removed (along with a 50 year old pepper tree). I can't hear the creek, feel the creek or see the creek from my house...in fact, I am so far away, I don't have to have flood insurance.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for your attention in this serious matter.

Carol Ovelman

Comment #: 437 **Name:** Cathy Gordon
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Comments on Phar Lap/Mann Drive bike "path" -- Stevens Creek Trail
Comment:

I have lived in Monta Vista for 31 years and currently reside at Madera Drive, directly at the confluence of Phar Lap and Madera. I totally support the conclusions reached in the Citizens for Responsible Trails in-depth study. Their focus on fiscal responsibility. utilizing existing infrastructure and minimizing impact on neighborhoods is a thorough and thoughtful analysis which provides reasonable options.

I attended the Cupertino comments meeting. I DO NOT support the plan to bring the “trail” through the Phar Lap/Mann neighborhood, nor the proposal to build a second bridge. I bought my home in this neighborhood as my prior residence was on Orange Ave and the traffic was constant, dirty and dangerous. My car, while parked on the street was damaged twice by hit and runs. I specifically wanted to be in a neighborhood where the only traffic belonged to people who lived on the street. In fact, reading the FAQs which disingenuously states opening up my neighborhood to additional traffic won’t affect my property values, is total BS. Please don’t insult our intelligence by these claims!

Whenever I hear the name of this project, Stevens Creek Trail, I envision a trail meandering along the banks of Stevens Creek, such as what we have along Blackberry Farm. Yet, it is very clear from all of the proposals that there isn’t a “trail” nor is it along Stevens Creek. Nothing that is proposed is going to provide this vision; thus I can only support a plan with the least impact and the smallest expenditure. Given that the “trail” has to be on public streets, there should be a focus on using the existing, and already connecting lanes such as Mary/Stevens Creek or Foothill, improving them where necessary. By using these routes, all Cupertino residents get the benefit, as their improvement would enable the population to more safely access the Oaks, the Apple campus and Main Street Cupertino.

Cupertino has too many other infrastructure issues to spend our tax dollars on something as frivolous as another bridge which would only serve a limited population of users. In fact, please feel free to come and repave Mann Drive – it is crumbling into chunks and the best Cupertino has provided is minimal crack filling!

Thank you for the opportunity to express my concerns.

Best,
Cathy Gordon

Comment #: 438 **Name:** Julian Lighton
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stop the Stevens Creek Trail!!! Leave Fallen Leaf Alone
Comment:

Representatives,

Please vote against any proposal to use Fallen Leaf Lane as part of the Stevens Creek Trail. Please respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I have watched, with increasing concern, the process being used to decide on this initiative, and the non-residential interests who are trying to force it through. In times of financial hardship for public sector spending, it seems incredible that the proposed staggering amount of money would be allocated to such an unnecessary, disruptive, unwanted and ecologically harmful project, whose only benefits accrue to a priveleged, non-locally residential sports society. I hope more time, money and effort can be allocated to things the community agrees on, such as education, water usage and crime.

yours sincerely

Julian Lighton
(resident, voter and taxpayer)

Comment #: 439 **Name:** Stan Barkley
Date: 6/6/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I am writing to express my concerns about the proposal to connect the Stevens Creek Trail by adding another bridge over 280 and 85 and using Madera/Mann and Phar Lap Drives to connect to Stevens Creek Blvd.

Here are my concerns:

1. The cost of an additional bridge is far in excess of the benefits it would provide. Put that same money into below market housing or some other socially beneficial project.
2. Safety - exposing bicycle riders to a series of driveways along residential streets is dangerous to everyone.
3. Traffic - putting another bridge at the proposed location will multiply bicycle traffic on Mann Drive for those who don't want to continue onto Phar Lap and want to go to and from the neighborhoods along Bubb Road and McClellan. There are no sidewalks on Mann, so increased bicycle traffic will be dangerous for pedestrians, bicyclists and drivers.
4. Bicyclists already have plenty of options for safe routes in this area. The cost of making this connection does not provide enough benefit to a large segment of our community who would have to pay for it.

Please find another route or scuttle the project.

Stan Barkey

Comment #: 440 **Name:** Robert Middleton

Date: 6/6/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No

Subject: Stevens creek trail Study

Comment:

Our Cupertino neighborhood was laid out and constructed in 1964 as a safe environment for out our homes, our kids, our vehicles, and our transit. Now you are proposing to negate all that because of the hobby interests of a few hikers and bicyclists; -- mostly non-residents.

We already see parking congestion on Pharlap that results in our cul-de-sac being filled with cars frequently. To plan even further congesting by reducing Pharlap parking spaces seems to me to be very poor planning.

Io introduce a flow of strangers into a quiet neighborhood,certainly has to be productive to safety. We already have occasional crimes in the area. even though we try to watch out for our neighbors now.. What's it going to be like with hundreds on strangers passing our doorsteps daily? We might as well live in NYC.

I can't even imagine what the impact of all this would be on our real estate values.

You already have a bridge over H'way 280. Wouldn't it be more practical to finding reasonable access to that instead of spending significant tax-payer money to build a new bridge?
What about using part of the railroad right-of-way from Steven's Creek to the little park near the bridge? Although that would be impinging on some quiet neighborhoods there.too.

The most efficient, non-invasive route I can envision is Steven's Creek Dam (via foothill Blvd) to homestead, then east on Homestead to where-ever the Sunnyvale trail comes in. Or, from the trail head at the golf course up to Foothill an on down to Homestead. With either of these ways, no new bridge would be required.

R. O. Middleton

Comment #: 441 **Name:** Serge Bonte

Date: 6/6/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No

Subject: re: STEVENS CREEK TRAIL (EXTENSION) FEASIBILITY STUDY - in support of extension

Comment:

Dear Staff, Working Group Members, and Council Members,

My family moved to Mountain View in 1999 (our son was 1 at the time) and we have watched Stevens Creek grow over the years to what is now a wonderful asset for our City and our neighboring communities. We've been enjoying the benefits of the trail for nearly 20 years now via countless family bike rides or walks along the trail. I also use portions of the trail (Landels to Whisman) regularly when biking to work

I am looking forward the trail being extended upstream and wanted to commend the authors of the study as it lays out very clearly the paths forward. While I would love a continuous trail, close to the creek, separated from road traffic, I am also a pragmatist and would recommend starting with the following option:

Partial Creek Corridor Path to Remington Drive and Mary Avenue

I think it would be an excellent next step that would extend the trail along the creek, provide access to 22 acres of Mountain View open space and provide a decent street bike connection to the existing bike/pedestrian bridge over 280.

It's also seems very achievable financially as a lot of the bike improvements on Mary are already planned by SunnyVale. Also, as a Mountain View taxpayer I would fully support Mountain View extending the trail to and through its 22 acres of open space -that no one can currently enjoy-.

Choosing that option should not prevent other options to be pursued later or even concurrently. I am just concerned that if we focus exclusively on more ambitious (and more controversial) options now, nothing will ever be done.

Thank you for your consideration.

Sincerely,
Serge Bonte
Lloyd Way, Mountain View

PS: While it's not discussed in the Feasibility Study, I am against a bridge to Mountain View High School that had been (or still is?) contemplated:
1. I don't think it's necessary for the trail itself as I don't see any option following the creek by Mountain View High School.
2. As a Mountain View resident, there are many more critical bike improvements needed in more central areas of Mountain View

Comment #: 442 **Name:** Caroline Horn
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: SCT feasibility study - Yes, please!
Comment:

Hi,
My family and I use our bicycles daily for transportation. On weekends, we enjoy taking family bike rides along Stevens Creek Trail from Mountain View (at Dana) to Shoreline, where we often eat at the cafe in the park. I feel very grateful to the visionaries who built the trail. We are glad to leave our cars at home and we really enjoy taking the trail!

However, as a resident of Los Altos, I wish we could take the trail further south to visit the shops in the southern part of Los Altos. Right now, the trail and associated bike routes don't go far enough.

As I grow older, I envision a time when I will trade in my car for a shopping trike. I would like to be able to travel safely to the stores and doctor's offices on protected bike lanes. I don't want to contribute to our growing traffic problems, and I want to stay as independent as possible. I wish I had a Class I bike lane right outside my door! It would be worth sacrificing a little bit of our front yard so children (and the rest of us) could easily bike to work and school.

Please continue to work for expansion of the trail. The benefits are wonderful.

Thank you very much.

Caroline Horn
Los Ninos Way
Los Altos, CA

Comment #: 443 **Name:** Joanne Granado
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom it May Concern:

As someone who enjoys walking, running and riding a bike, opportunities to provide safe and accessible trails are rare occurances. Sunnyvale and the surrounding communities have an opportunity to provide a trail that will stretch for miles, from Stevens Creek to the bay. This has not been possible in our lifetime.

The Stevens Creek Trail is used by runners, walkers and bicyclist of all ages. The trail runs through the riparian zone which is otherwise not easily seen or accessable. On the weekend, families with young children enjoy and use the trail. This helps to provide an awareness of our enviornment which can lead to stewardship. I also see bicyclist using the trail as a means to commute to work. This is a win-win situation - exercise as well as lowering our carbon footprint.

I would like not to drive to the Dale Ave. entrance of the trail inorder to run. It's counterintuitive to drive in order to run so that I can aviod city streets. I feel much safer using the trail as I don't have to worry about traffic patterns. Also, in light of the recent bicylist fatality in Sunnyvale safety must be a priority.

Don't squander this opportunity to provide a protected zone for recreational use and the environment.

Cordially,
Joanne Granado

Comment #: 444 **Name:** Deepak Jindal
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Creek Corridor/Bernardo Avenue Path
Comment:

I am a resident of Los Altos (Loyola Corners). I commute 2-3 days a week using Stevens Creek Trail (from Sleeper to Bay Trail). I would strongly prefer the Creek Corridor/Bernardo Ave path. Both as a bicyclist and motorist, I prefer to have a complete separation between the two. Stevens creek trail is currently completely separated and extending it to go thru streets would be departure from the current design.

Stevens Creek Trail is a the key reason why I started commuting by bike. Extending it further would definitely increase the number of people like me who don't feel safe riding next to cars.

Thanks so much to everybody who has been involved in this study! You are all making our cities better and greener!

Deepak.

Comment #: 445 **Name:** Jay Vasa
Date: 6/6/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I have been born and raised in Sunnyvale & Cupertino and now a resident in Sunnyvale. I used to love going to the parks on the weekends, but now it's just too crazy. It seems all the Mexicans and Indians have taken them over. So crowded and no longer fun for a family to go. It's fighting for tables and the parks are left a mess.

We need more parks, and the Stevens Creek Trail must be done. It's overdue and been sitting around for ages. It's not a lot of money in the long term. We need more projects like this and less construction of housing & retail. These south bay cities need to get their priorities right and focus more on keeping our air clean with parks and less congestion.

We have a small group of people that are selfish for themselves as they are scared of traffic, and losing their luxury. It's true there will be some traffic, but it will be the good type. Not another Asian retail complex-- but actually a place where families can enjoy the community. I stress we need to make this happen--and we need more projects to happen

Thanks,
Jay

Comment #: 446 **Name:** Randy Rhody
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feasibility Study comment
Comment:

I own a residential property in Mountain View that borders Stevens Creek, a condominium I lived in before I moved to Los Altos 18 years ago. I lived there during the years when the first few reaches of the trail were constructed. The trail is just across the creek and there is access to it from half a block on either side of my property. It's the best thing to ever happen in that neighborhood.

At present the trail enables more users at all skill levels to safely get to the scenic parts of the trail, and more importantly to the open spaces along the Bay, without having to drive there.

To get from McClellan Ranch to the Bay by way of a completed trail would take only about an hour by bicycle. Detours such as Grant Road or Mary Avenue should be avoided for Stevens Creek Trail, although I think they should also be improved for their own sake.

For commuters, we need more off-street routes. Highway 101 keeps getting wider and it makes no difference. When Highway 85 opened there was much ballyhoo, and now during commute hours it's a parking lot. A lot of people would prefer getting to work or school and spare the air at the same time.

This Study is a remarkable achievement. The Trail is a gift to everyone. Some courageous leaders started it 25 years ago. Now it's your turn to adopt a Trail Master Plan without delay. This is not High Speed Rail.

Preferred alignments: The Creek Corridor/Bernardo Avenue Path as described on page 48 of the Draft Feasibility Study, connecting to a new I-280 Overcrossing as describe on page 50.

Randy Rhody, Los Altos

Comment #: 447 **Name:** Barbie Utley - Craig Hofstetter
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: SCT Feasibility Study Public Comment
Comment:

Dear Sirs:

Attached are 100 signatures from residents of the Mann/Madera/Phar Lap areas of Cupertino opposing an extension of the Stevens Creek Trail into these neighborhoods.

These signatures were obtained in March/April 2013, and recorded by George Schroeder (City of Cupertino Assistant Planner) on Apr 22, 2013.

Respectfully Submitted,

Barbie Utley

Craig Hofstetter

Comment #: 448 **Name:** Jan Smith
Date: 6/6/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Continuation of Stevens Creek Trail
Comment:

I am a Cupertino resident who attended the June 1 session regarding the Stevens Creek trail.

After hearing from the many speakers and viewing the maps, my opinions are these:

A creekside trail is not possible through Cupertino since the creekside land is private property and not available for such construction. If a nature trail is the goal, it should be built through open space property.

I favor a split option that would link the present end of the trail to the McClellan Ranch trail. This would utilize the existing Mary St bridge, and improve bike lanes along Mary Ave, and improve bike lanes along Foothill Expressway (which could continue all the way to the park.), so there would be two travel options. This would not be "the trail" but would be a link from one part of the trail to another.

Thanks to the council members from each city who were present at the June 1 session.

Jan Smith, Cupertino

Comment #: 449 **Name:** Monika Witzel de Salazar
Date: 6/6/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: WG: Stevens Creek Trail extension at risk!
Comment:

Hello,

we are residents of Mountain View and would like to support the extension of Stevens Creek trail.
Being of European background we use our bikes whereever possible and thus use and enjoy Stevens Creek Trail as a safe way for crossing to Bayshore often. In fact our 14-year old son Ricardo and his school mates use StevensCreek Trail everyday to go to school (German International School in Silicon Valley, Easy St, MV).
We probably would not let him go on his own, if it were not for the Stevens Creek Trail.

We only moved here a year ago and heard about the exiting plans to extend Stevens Creek Trail to Cupertino.
We don"t often go up there because of missing bike paths - it is simply not the same using the streets. The extension would give us the chance to visit our friends in Cupertino by bike.

In general , traffic has become quite congested and parking a problem in MV at certain hours, thus promoting the use of biking, rollerblading, skating, running , walking or other similar ways of moving about without a car is of great priority ! Bikers, skaters and runners don"t cause pollution or congest the traffic, they also stay healthier and on top of it constructing bikeways does not cost as much as building roads.

So PLEASE go ahead with the extension of Stevens Creek Trail and even consider more pure Bike roads for Sunnyvale, Mountain View, Cupertino and the South Bay - like is already being done in Europe!

Unfortunately we will not be able to attend the meetings, but count our whole family in with a vote IN FAVOUR OF Stevens Creek Trail.
I copy our neighbors and friends, so they can also write to you to support the project.

Sincerely
Monika Witzel de Salazar

Comment #: 450 **Name:** Tracy Gibbons
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Resident input to SCT Feasibility Study
Comment:

Dear Members of the SCT Task Force and Los Altos City Councilmembers:

Below is the letter I sent to the Los Altos City Council and the Stevens Creek Trail Study Task Force in January of 2014. I include it herewith because my position about using any route that involves a surface street that intersects with and/or grade crosses Fremont Ave. as a designated bicycle and pedestrian connector has not changed, except as further noted. The letter details the experience and risks of crossing Fremont Ave. on a bicycle, and I am submitting it as part of my input to the recent Feasibility Study now under consideration as well.

Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. are not viable options for a variety of reasons including those stated in my letter of January 17, 2014. Fallen Leaf Lane is especially problematic because it is an uncontrolled intersection that is already a traffic nightmare for residents who queue up to move into or across the Fremont Ave. intersection, particularly at high traffic times, and adding controls of any sort would only make an already horrendous situation even worse.

I continue to cross Fremont at Fallen Leaf Lane on my bicycle six or eight times a week. In fact, my experience as a cyclist has become only more difficult, dangerous, and worrisome over the last year and a half. This is the result of several factors:

· As the economy has improved and employment in the area has increased, traffic volume on Fremont Ave. has gradually become heavier at most times of the day, especially rush periods, which overlap with arrival and dismissal times at Mountain View High School.

· Metering lights have been installed on the Fremont Ave. on ramps to SR 85, significantly increasing traffic congestion along Fremont Ave. on both sides of the SR 85 underpass, in both directions.

· The traffic signal at Fremont and Belleville is being triggered much more frequently due to construction traffic entering and exiting the office building that is currently being modified for use by Stanford as medical space, also contributing to traffic volume and congestion. If the proposed use of this building is approved this will only become worse—much, much worse as a result of continuous use of the intersection.

· Motorists exiting northbound SR 85 to Fremont Ave. routinely run the red light at end of the off ramp.

· All these factors interact systemically to intensify what was already a growing problem. If gridlock at this complex, three-jurisdiction intersection is to be avoided, all these variables must be considered interdependently and addressed together, including the Trail extension alternatives and their respective effects at this location.

Adding more cyclists and pedestrians traveling through or near this intersection on a surface street, in any direction, to this already difficult and troublesome mix will only further increase congestion and risk—especially to the cyclists and pedestrians—and I oppose any route that contributes to this occurrence.

Additionally, on my route from the south side of Fremont Ave. to the Trail entrance at Sleeper and Katrina and back again, I also ride past Mountain View High School. As you surely know, the traffic and congestion around the school and in the nearby residential areas is already beyond problematic and unsafe, with parents double parking on Truman Ave. while waiting to pick up their kids, and students speeding while talking on their phones. Arrival, dismissal, and lunch times are especially difficult for cyclists. I also oppose any Trail connector that includes routing around or near the school.

Nevertheless, I continue to support the linking of the Trail. There are connector alternatives that utilize existing infrastructure, including the 280 overpass, wider streets where bike lanes and sidewalks are already in place, and controlled intersections, thus reducing the cost of this project while also increasing safety for both users and motorists. These options avoid major ongoing disruption to residential areas and potential reduction of property values—and possibly increasing them when residents (and Trail users) have access to safe, attractive, and convenient recreational activities offered by the Stevens Creek Trail.

At the conclusion of the letter below, I requested that members of the various decision making bodies involved in recommendations and/or decisions about the eventual connector route ride the Fallen Leaf Lane route on bicycles, crossing Fremont Ave. at various times of the day, so that they would have a first-hand, practical experience of the solution they'd be creating if they were to choose that option. I again make this request, only this time it is that you ride every alternative identified in the Feasibility Study—or at least the segments of them that currently exist—before you make recommendations and decisions that will have the effect of altering the lives of those who are directly affected.

Respectfully,
Tracy Gibbons
Clay Drive, Los Altos

Comment #: 451 **Name:** Charles Castillo
Date: 6/6/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Steven Creek Trail Routing
Comment:

I've been a resident of Sunnyvale for +20 years now. I live on Albion Lane. I believed having the trail run next to freeway sound walls on Bernardo Avenue is safest routes for cyclists, because they do not have to ride thru neighborhood driveways.

Sent from Windows Mail

Comment #: 452 **Name:** Jeff Miller
Date: 6/6/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Extension for the Stevens Creek Trail
Comment:

I am a firm believer in the Stevens Creek Trail I use it a lot for commute and exercise,

As a 50 year Sunnyvale i think that i should weigh in on the different proposals looking at the extension of the Stevens Creek Trail.
I would like the trail to go along the creek up to Fremont, then cut back to Mary ave, where there would be protected bike path to the bridge that goes over 280.

Thanks for reading my input and good luck with our decision.

Jeff Miller

Comment #: 453 **Name:** Ganesh Agrawal
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Opposition to Bike Trail via Stokes Ave
Comment:

I voice my concern to proposed bike trail going via Stokes Ave in Cupertino, following are the reasons:

1. There is already a close by Bike Trail at Mary Ave & Stevens Creek Ave which is not far away from proposed Stokes Ave/Peninsula Ave intersection, adding a route via stokes Ave just reduces the bike time by 2 Minute for the distance of 0.3 Mile. It is waste of Tax dollars.

2. The proposed route via Stokes Ave will disturb the serenity of Somerset Park.

3. Loss of Parking space on Stokes Ave is just unacceptable as there is limited street space available for residents of Stokes Ave as it is a dead street. There are no alternate roads where we can park our cars as there are no parallel streets in the neighborhood.

4. I bought the house just 3 years back for the reason that this is a dead end Cul-De-Sac and provides privacy and quietness, which I will loose in entirety if this Bike lane passes through Stokes Ave.

5. Cutting of Trees to make room for Bike lane defeats the purpose of preserving the nature.

6. If the motive is to make the trail for Stevens Creek then it makes sense for this Bike trail to go close to Stevens Creek and not via Stokes Ave. The ideal route will be Phar Lap Dr connecting Blackberry farm

Comment #: 454 **Name:** John Kelly
Date: 6/6/2015 **Jurisdiction:** San Jose **Supplemental Document:** No
Subject: Extending Stevens Creek Trail
Comment:

Dear Public Works,

I have read through the draft feasibility study and I'm fascinated by all the possible trail alignments you propose. It is great to see such though put into how we might connect the Stevens Creak Trail and also provide connections to other bike paths.

One might say that there aren't enough bicycles being used to warrant such effort or expenditure, but I believe that endeavors such as this bring us to closer to having enough safe and efficient options to bring about the change in people's habits.

I myself have been biking to work for 3 years now. I use various trails and bike lanes to commute from San Jose to Cupertino. I ride every day I possibly can—I don't ride when the road is wet and sometimes I require an automobile to take my mom to the doctor. I take various trails, residential streets, pedestrian bridges, and bike lanes to make my ride as safe and efficient as I can.

As a kid growing up in Sunnyvale, there was much less traffic in those days and the lack of bicycle infrastructure didn't bother a young kid such as myself. With the increase in traffic, it's imperative that we provide safe options for bicyclists. These folks reduce congestion, carbon emissions and improve their lives and longevity.

Considering the costs and other options available, it seems like there are some choices which make sense to achieve connectivity.

A bridge over 280 seems unnecessary with the nearby bridge at Mary and the possibility to reconfigure Foothill Expressway. Foothill already has significant bicycle traffic and would benefit from an upgrade under 280. Once that's done, little need would be seen for a bridge.

From the perspective of recreational users, it's desirable to continue the path along the creek as long as possible. Having lived in the area, Bernardo has always felt a bit underutilized between Fremont and Homestead. While separated reconfiguration would make it into a one-way street, this seems like a good choice. It would provide safe access for students going to the high schools in the area. Since Fremont already has a meandering path, Fallen Leaf Ln would be a great option to upgrade. Perhaps some compromise could be reached to reduce the impact to the rural feel of the area by restricting parking as opposed to developing the right of way.

I truly hope that some of the proposed choices come to fruition and continue to improve the ability of residents to enjoy their cities, whether it be on bicycle or foot, or some other mode of human-powered transport. As we increase such opportunities, we'll see more and more people taking part, which will improve things for all of us.

Sincerely,
John Kelly

Comment #: 455 **Name:** Dee Gustavson
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Remove Fallen Leaf Lane from study
Comment:

Dear Los Altos Council Members & Representatives:

Fallen Leaf Lane should be removed from the study, because it's a residential street, with over 80 driveways coming off this street. This would be totally unsafe for drivers and bikers alike.

If 9 feet were removed from each side of Fallen Leaf, then over 250 trees and hedges would be removed. This would be absolutely preposterous, and take away all kinds of natural habitats for birds and small animals, not to mention make our beautiful tree-lined street look completely barren.

In fact, none of the proposed residential street routes are safe for a Trail. None of them are in sight of the creek, nor can you hear the creek from any of the proposed streets. It is impossible to continue the trail as it began, because there's very little public property left.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Dee Gustavson

Comment #: 456 **Name:** Sandra Stapleton
Date: 6/6/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Steven's Creek Trail Input
Comment:

Dear Esteemed Representatives;

My husband and I would like to register our voice against any part of Steven's Creek Trail going down Fallen Leaf Lane. We have lived on Holt avenue within one block of Fallen Leaf Lane for 10 years, and when we purchased our home, a key consideration for us was the quiet, rural feeling of the neighborhood. We are very concerned this will change if the trail goes down Fallen Leaf. Additionally, there are many driveways and intersections along Fallen Leaf -- not conducive to a safe trail. Our family loves to bike, and have ridden along the existing Steven's Creek Trail. The trail is special because it is *not* on neighborhood streets -- it's safe to bike with kids. Adding a trail through a neighborhood such as ours will disrupt the neighborhood while not achieving the benefits of true "trail".

We request that the 2008 Los Altos Stevens Creek Trail study finding in the feasibility study be respected, accepted and adopted.

Sincerely
Sandra Stapleton

Comment #: 457 **Name:** Jimmy Wang
Date: 6/6/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: comments - Stevens Creek Trail Feasibility Study Report
Comment:

Dear Staff, Working Group Members, and Council Members,

I am expressing my support for the Stevens Creek Trail extension proposed routes.

In particular, connecting Blackberry farm to the rest of the trail network to a I-280 over crossing and via the Fallen Leaf Ln option would greatly enhance the utility of the trail for bikes and pedestrians.

Furthermore, choosing trail options with green scape will greatly enhance its beauty for recreation and provide an escape from the hustle and bustle of the the valley.

Thank you for your consideration.

Sincerely,
Jimmy Wang
Cupertino

Comment #: 458 **Name:** Priyanka jain
Date: 6/6/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please save my neighborhood
Comment:

I am an unfortunate resident of Bellevile with children who attend west valley and Cupertino middle.
I am dumbfounded that we are even considering disrupting the neighborhoods and spend millions of dollars trying to build a "bike trail" and a connecting bridge when we just spent millions of my(tax payers) Money making a bridge behind homestead high school.
Please lead by example- show the residents your fiscal responsibility and concentrate on improving the infrastructure rather than reckless spending.
We have perfectly good bike routes both on mary and grant connecting the trail and we don't need to wreck havoc in the residents lives to appease the recreational or commuter biker .

Concerned resident,
Priyanka jain , MD

Comment #: 459 **Name:** Robert Ashe
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT Feedback
Comment:

Hello -

I would like to provide my feedback on the new proposed SCT.

I am a resident of Sunnyvale.

I do look forward to having the SCT connecting from Mountain View section and Cupertino section and continue to build on bike systems throughout the Bay Area.

I am against any proposal that does not leverage the current roads or bridges OR is not is own trail (ie separate from streets...not sure what this is called).

I think it would be very dangerous to have a bikers and runners intersecting with driveways (examples on Belleville and Fallen Leaf). We need to have a trail but it needs to be separate from the residential day to day use. The SCT is heavily used and we need to think about a fair and big picture approach to bikers, runners and residents in the area.

Thank you

Robert Ashe

Comment #: 460 **Name:** Suzanne Dabadghav
Date: 6/7/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Phar Lap/Mann Drive Bike Path
Comment:

To Whom It May Concern,

I have spoken to my family, which consists of four teenagers and my husband. We are all mortified at the thought of a bike path running through our street.

We have lived in our home on Phar Lap for over five years and have grown to appreciate the quietness of the street, the safety of my teens playing basketball in front of our house/in the street, the safety of myself, my husband and my oldest teen driver pulling out of our driveway without the fear of hitting a bicyclist on a daily basis, the low flow of traffic on our street, and many more things we love about Phar Lap Drive.

How could this be possible that a bike transit route could be serving up to 1000 people a weekend on our residential street? Obviously, the idea came from someone who does not live on this quiet residential street that we call "home." What about all the safety implications of these cyclists? What about how this bike lane will ruin this beautiful street and many families' lifestyles in the making?

We cannot let this happen. We are outraged at the thought of this possibility, and we want to be heard. PLEASE DO NOT ALLOW THIS BIKE PATH TO HAPPEN ON OUR STREET!
Please find a safe place that is not residential and build your bike path there. Do not disrupt our homes because of a bike path. PLEASE DO NOT DO THIS IN OUR NEIGHBORHOOD!

My teens have witnessed a bicycle death of a classmate killed while in the bike lane on his way to school in Cupertino because of a driver! Enough of this bike lane business! If people want to bike, they can go to a bike trail and do so. Biking on our residential street is a recipe for disaster. No more unnecessary deaths please.

My husband, my teenagers and I are all begging for this not to happen to our home, our neighborhood, and our peaceful existence as we know it.

NO!!!!!!! TO THE PHAR LAP/MANN DRIVE BIKE PATH!!!!

Suzanne Dabadghav

Comment #: 461 **Name:** Bob Rader
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stephens Creek Trail
Comment:

I recently used part of the completed SCT to cross from Sleeper Ave in Los Altos to Heatherstone, on my way to Olson's Cherries in Sunnyvale. This Highway 85 trail overpass is a critical part of the bike-friendly infrastructure of the area.

I enjoy using the completed parts of the SCT, and it appeared that many others do too -- I was impressed with the number of families using the trail.

I really like the completed parts of the SCT that run along Stephens Creek; I can see that will not be possible everywhere, but I prefer being off busy streets and in a corridor with trees, shade and, at least some of the time, water.

Comment #: 462 **Name:** Pravin Soni
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Madam/Sir,

I live at Bedford Ave in Sunnyvale and am an avid bike rider. I think that any "trail" designed for bikers should seriously consider the amount that will be required to make the trail. In my view, making new overpasses over the freeway should be avoided when there are alternative options available. That is indeed the case for bikers who can use the bridge at Heatherstone and at Dalles over Hwy 85, and the one over Hwy 280 on Mary Ave. I use these bridges regularly and do not see why an additional bridge is needed, as proposed, at Fremont Ave. It makes absolutely no sense to spend millions just so some casual bikers will not have to pedal a bit longer to use the Dalles or the Heatherstone bridges.

I bike daily and find that the trail connections are adequate in terms of the options I have to choose the street that offers the least traffic in going from one part of the trail to the other.

I do not think that it is wise to spend a lot of money in these times of budgetary constraints, on unnecessary modifications. A cheaper alternative should be sought to ensure safety of bikers, including students who use the roads frequently.

Thanks

Pravin Soni

Comment #: 463 **Name:** Vijay Saraf
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Trail
Comment:

I am a current resident of Sunnyvale and would like to register my STRONG OPPOSITION to a class II bike lane through the neighborhood.

However, I would be in favor of options that go strictly along highway 85 away from city roads.

Thanks.

Vijay Saraf

Comment #: 464 **Name:** Paul Doyle
Date: 6/7/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Pro Stevens Creek trail
Comment:

Dear Members,
Our family loves the Stevens Creek Trail and its great having it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.
Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

We access it at Dale Ave and ride/walk on it everyday. We ride our bikes over to the Shoreline area and we'd love to ride it to Cupertino and beyond, if you build it!
I hear people say this brings crime into the area. Well, we are right next to it and we have seen no increase in crime. These paths are used by people who enjoy being outdoors and everyone we meet is friendly and we watch out for each other and neighborhoods we drive/walk through.
Thank you for your consideration.
Sincerely,
Paul Doyle
Mountain View, CA

Comment #: 465 **Name:** Allen Recht
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Buy up homes with grants
Comment:

At the SCT meeting in Cupertino last week, one person had the best idea. Buy up the homes along the creek with Grants and Trusts.
I think you should buy the homes along the creek that runs from Fremont Ave. to Homestead Rd. Find a creative way to do this. The goal could be that within the next 40 years the land (and homes) could be purchased. Offer those home owners money to place their property in a Trust so that when they die their property will be used for the trail extension. Ask wealthy individuals to donate money to purchase these properties.
Have temporary routes (not costing much money, maybe using streets as they are) until properties along creek are purchased.

Comment #: 466 **Name:** Hans Zeller
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Hi,

Thank you for undertaking this study! Trails like Stevens Creek Trail are really important for getting our cities ready for the future and for improving public health. While I don't have a strong preference for one of the proposed alternatives, I'm really glad that we are talking about extending the trail. I am fortunate to be able to bike to work and chose a slightly longer route along a bike trail because it is just so much more pleasant, relaxing and safe than using busy streets.

Thank you again and I hope for a good outcome of the study and the trail,

Hans Zeller

Comment #: 467 **Name:** Imran Qureshi
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Esteemed Representatives,

I had the privilege to attend the Stevens Creek trail meeting at the Cupertino Community Hall last week. 90% of the speakers cited safety concerns as the trail will go through driveways. I drop my son every morning to Cupertino middle and I see a train of young riders go through the streets and cars need to be extra careful and almost always residents give them the right of way to ensure there are no accidents. Additionally Fremont and Homestead are choked from 7:30 - 9:30 AM and also from 5- 6:30 PM in the evening.

The trail not just pose dangers to the bicyclists going through residential streets but a crossing light would have to put in on both homestead and Fremont to ensure that cyclist cross both major streets safely. Coming back to the issue of trail going through driveways, residents around fallen leaf and surrounding streets walk or ride their bikes quite frequently and the residents have to be extra careful backing their cars on to the street. I have had close encounters couple of times where I have not seen a pedestrian and bicyclist due to them being in my blind spot. . If we were to take my experience and implement it across all fallen leaf residents who'll have to deal with crossing the trail to access their driveways, it'll result in couple of accidents a month.

Regarding the study, I'd like to summarize the two most important points that the study fails to highlight.

1. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature.

2. None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

We should not build the trail at the expense of someone's life being lost.

Thank you for your understanding.

Imran Qureshi

Comment #: 468 **Name:** Kenneth ng
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Four-Cities Coordinated Stevens Creek Trail Feasibility Study
Comment:

I am writing to express my concerns about the 4 City Joint Study report. All the options proposed in the report in fact do not extend the trail. They are nothing more than glorified bike paths along residential streets. The study fails to examine how the cities can improve either Grant Road or Mary Ave to make them safer and more enjoyable. A class 1 bike path was recently put in on Homestead Road between Bellville Way and El Sereno Ave. It is a good example of how we can make busy streets safer and enjoyable. There is enough space along Grant Road to put in a class 1 bike path. Putting in more regular bike paths on neighborhood streets does not make the neighborhood more bike friendly. Bike paths create a false sense of safety and are inherently more dangerous.

Portland, Oregon is one of the most bike friendly cities in the US. Except for some major streets and intersections which are marked and controlled by traffic lights, the residential streets are not marked as bike paths. They do show up on bike maps as ways to see the city. Friends of Stevens Creek Trail group can publish similar maps to direct people from the Cupertino part of the trail to the Mountain View part.

Kenneth Ng

Comment #: 469 **Name:** Kathleen Smith
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I don't want to see another bridge built as the costs are ridiculous. This whole project in lieu of the water issues that are plaguing all of us and not just bike riders seems like a much more important project to be discussing and to be spending monies on for better water infrastructure and use.

In no sense of the word, "Trail" is what will result from this project in Sunnyvale as there is no protected "trail route" through our city at this location. It is apparent that "streets" are not "trails." That said, I'm very concerned for biker, pedestrian and car safety for any "connector route" especially since the death of the recent biker at Mary and Fremont aves.

I think Fallen Leaf and Belleville make no sense at all. Just because they are near the creek does not mean it's the best location. They are still streets and Belleville is enormously busy with school children biking and parents driving for 9 months of the year to both West Valley and bikers and pedestrians using the access bridge at The Dalles to Cupertino Middle School. Currently, Belleville is not a safe road because of speeders which include those school parents as well as drivers using the roads to access the trader joes shopping center.

Belleville is the only way to enter and leave the neighborhood. Try getting home during school times. You have to wait for twenty minutes or more if you try to enter the neighborhood from Homestead during school pick up times. You can't go around the car line and it just sits there forever some days. To get home I have to check my watch to see which side I need to use to get home adding a round about way to get to my own home. I have to decide if I want to deal with back up traffic getting on to 85 at Fremont with the new meter lights or sit in the parent pick up line at West valley by entering at Homestead.

We do have bike riders on our streets but adding this as a direct route to connect the SCT will strongly impact safety and the additional traffic/parking issues will unfairly penalize the residents. I can barely get out of my driveway in the morning when school is in session. I am mindful of our neighborhood children who walk and bike to school as well as parents dropping kids off. Adding more users to an already busy road puts an unfair responsibility and penalty on a neighborhood that has ONE access for entry and departure. I think we already paid the price when 85 was placed in the area. I rarely even use 85 because it is so congested. It will only get worse when Apple is completed and Stanford begins operating its center.

We don't have to extend the SCT just because other cities want it. We need to consider what is best for our residents and I don't see the "connector route" as a safe solution or a positive one for bikers or pedestrians connecting through Sunnyvale. Streets are still streets and no matter how many signs you paint it will still be a street not a bike trail.

Kathleen Smith
Bedford Ave.
Sunnyvale, Ca

Comment #: 470 **Name:** Stein Wilhelmsen
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extend the trail
Comment:

Thanks//Stein

Comment #: 471 **Name:** Jesus Manzanero
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please extend the trail
Comment:

I love nature and our beautiful eco system. Please extend this great trail :)

Thanks
Jesus

Sent from my Sprint Phone
Excuse my typos

Comment #: 472 **Name:** Olivier Chapelle
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek trail feasibility study
Comment:

o whom it may concern,

As a resident of Sunnyvale, I'm looking forward to the possibility of an extension of the Stevens Creek trail.
I've reviewed the various alignement options from your study and my preference goes to the Creek Corridor/Bernardo Avenue Path / Connecting to I-280 Overcrossing option.

Sincerely,
Olivier Chapelle

Comment #: 473 **Name:** Stephanie Erickson
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: OPPOSED TO ONE-WAY STREETS ON BERNARDO IN SUNNYVALE
Comment:

I am opposed to having any portion of Bernardo Avenue (or any other street) in Sunnyvale designated as one way for cars, yet allowing two-way traffic for bikes. Bike paths should not interfere nor become detrimental to the right of way of cars.

In my opinion, Bernardo Avenue provides another way to traverse Sunnyvale from Evelyn to Homestead. The other streets (Mary and Pastoria/Hollenbeck) are already heavily traveled. This change would make those streets even worse.

Will bike riders be paying the same share of the road taxes that cars pay?

Other items to consider are:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

The implementation of one-way streets starts a dangerous precedent.

Thank you,
Stephanie Erickson

Comment #: 474 **Name:** Sharon Viola
Date: 6/7/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Phar Lap/MannDrive Bike Path
Comment:

To whom it may concern:

I have received news of the proposed on-street bike path on Phar Lap/Mann Drive and I'm stunned! Why anyone would consider turning a quiet, peaceful neighborhood into a 1000 or so people a weekend conduit for bicyclists I cannot imagine -- and to the tune of . It will be a nightmare for the residents trying to back out of their driveways, just to name one legitimate complaint. The charm of this neighborhood is that is it not a busy through-thoroughfare. That among other things has kept property values very high. Please consider improving the existing bike paths and bridges throughout this area. It will be much less than 40 millions to do that. We don't want a thousand bikers descending on this neighborhood. Would you want them to take over yours?

Sincerely,

Sharon Viola

Comment #: 475 **Name:** Lvn_n_Now

Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: This "trail" process is so sad

Comment:

Dear Los Altos Council members and all involved.

I am deeply saddened by the way this “trail” has been politicized and used. I have been sitting on the sidelines for years reading and listening to all sides, and it’s my belief that the honest motivation driving this process is nothing more than one or two of our Council member’s need to have this as their personal legacy; this is about them.

My folks purchased their lot in the Grant School area in 1950 and the home was finished in 1952. I attended Grant School, Cupertino Junior High, Homestead, and am currently back home to take care of my 94 year old mother. The Grant School area has always been home to me and I have wonderful memories of the entire neighborhood. The Cherry, Prune, Walnut, and Apricot orchards, my Grant School teachers, Mr. Doty, Mr. Reese, Mrs. Gusman…, playing in the creek, I could go on and on. Because I have such an attachment to this area I feel personally offended by the way our city council has continued to circumvent an open and honest discussion on the best way to route locals from Fremont to Homestead.

From what I read and hear there have been many requests by your citizens to bring this discussion to the city council agenda but it always fell on deaf ears – why? The only reason I can come up with is someone, or several of you who already have a picture of what you want for the area didn’t want to hear from your constituents; there’s a chance it won’t match the picture you have in your head. I am by no means anti “trail” or against finding a safe route connecting Fremont to Homestead. There are many ways this project could have been addressed through compromise, but you have to be willing to genuinely listen and be open to options. Why is it that after some of the council members attended the Grant Park meeting that suddenly our decision (Los Altos) had to be tossed aside and broadened to include the citizens of Sunnyvale, Cupertino and Mountain View? Why can’t the people of Los Altos make up their mind and let the people of the other cities make their decisions, then we can come together for a compromise. This strategy of divide and conquer is thinly veiled and unbecoming of any city council.

I’m going to take a guess that there is significant money available for this project since one of the popular options is to build another bridge over 280, so if that’s the case, there should be enough funds to buy a lot of viable options that would be less devastating to any one area whether it be Grant Park, Bellville, Bernardo, or Mary Avenue. No one is going to use this route to walk or ride from the Bay to Castle Rock. The fact is most of the use in any given area is going to be by the locals. You might have a few people who will ride there bike quite a distance, but any of the “serious” bicyclists I know don’t want any part of such a dangerous route, they need to be away from driveways, dogs, children and strollers. Those who will be using the pathway will be the casual biker who wants to pedal for 5 or 10 miles and families out for a short walk of a mile or two; this can be easily addressed by improving what already exists and it is unnecessary to devastate anyone’s neighborhood by funneling everyone through one area.

In 2008 many options were studied and it was concluded that the best option with the least disruption was to move people down Fremont Avenue to Grant Road and on to Homestead Avenue; I believe this is still the best option from the Los Altos side, but whether it’s the best option remains to be seen after the other cities decide what their best options are. With the funds behind this project, the room that’s available on Fremont and Grant and the little disruption it would cause for residents, this option could offer a very safe, natural, and aesthetically appealing park-like environment for the locals to enjoy.

There's much more I'd like to say regarding the dishonesty and political strategies that are so obvious, but at this point I believe the back-room deal has already been made.

Because I have such a low opinion of the city council, and I would not put it past the council member(s) who are dominating the others to bring retribution against my family, I will not disclose my name other than to sign off as a 62 year resident of Los Altos.
Isn’t that sad?
What on earth has happened to Los Altos government?

Comment #: 476 **Name:** James Pagura
Date: 6/7/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Hwy 280 Bicycle crossing/Stevens Creek Trail
Comment:

After looking at the options for a bicycle crossing path across Hwy 280 joining the Stevens Trail, the most direct route is to use Phar Lap, followed by the Mann Drive solution. It would allow for the nearest connection to Blackberry Farm, where family are likely to ride.

The issue I see is where the selected route intersects with Stevens Creek Blvd. Both Phar Lap and Mann Drive provide better/safer Stevens Creek Blvd crossing solutions.

The intersection at Peninsula/Bubb Rd and Stevens Creek Blvd is very large and difficult to navigate in a car, let alone a bicycle. It is a point of traffic converging from Hwy 280 on to Stevens Creek Blvd and Bubb Rd. and is not completely safe for cyclists due to the heavy weekly morning and evening traffic.

I also object to any plan that removes parking for any residents.

The Foothill solution, while being farther west is also a good solution, especially for those bicycle riders who go to Stevens Creek Park/Dam. Foothill also provides a good connection to Homestead which connects with the Mary Ave/280 crossing.

James Pagura
Cupertino, CA

Comment #: 477 **Name:** Jim and Joan Munson
Date: 6/6/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: St. Creek Trail impact
Comment:

We are very much opposed to using a bridge to Somerset Park and Stokes for any part of connecting and continuing the Stevens Creek trail which would add to traffic and parking problems.

This option would create an added hazard with bicyclists spilling out on to an extremely busy intersection with traffic from Steven Creek Blvd/85/280/Bubb Road. This intersection is a difficult maneuver for drivers of vehicles without added distractions.

Food for Thought: a "trail connection" via Foothill which bicyclists currently use and are familiar with.

Jim and Joan Munson
Cupertino, CA

Comment #: 478 **Name:** Ravi Narasimhan and Anupama Ravi
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Route Through Sunnyvale
Comment:

Dear City of Sunnyvale Public Works - SCT,

I would like to provide my comments regarding the proposed Stevens Creek Trail (SCT) routes between Fremont Avenue and Homestead Road. I believe that the existing Class II Bike Lane on Mary Avenue would be a natural route for the SCT. Mary Avenue ends in the Highway 280 pedestrian and bicycle bridge to Cupertino for continuation of the SCT. I believe that the SCT should be routed through NEITHER Belleville Way NOR Bernardo Avenue because of the high traffic and children on the road from West Valley Elementary School and Cupertino Middle School. Use of the existing Class II Bike Lane on Mary Avenue is a cost-effective solution for the SCT route through Sunnyvale.

Sincerely,
Resident of Sunnyvale

Comment #: 479 **Name:** Arthur Abrams
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: (no subject)
Comment:

What! Open space trails extended through busy residential neighborhoods. From where does such oxymoronic thinking come?
Connecting the existing segments of the trails would have been nice, but that opportunity was lost decades ago when the cities were developed.
The current plans offer residents the opportunity for lost privacy, along with parking problems, as well as an increase in dirt and noise, and the potential for increase in burglaries and vandalism.
The potential loss to the residents will be in the millions.
Are these the goals of the trail committee, for surely that is what will occur.

Arthur Abrams

Comment #: 480 **Name:** Marisa Desai
Date: 6/7/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments on Feasibility Study
Comment:

Hello,

I would like my comments below to be reviewed by the Stevens Creek Trail Citizens Working Group and Joint Cities Working Teams and included in the report. Please do not publish my name or email address - please only publish what is below the line in this email.

Thank you,
Marisa Desai
Cupertino

==========

Dear Stevens Creek Trail Citizens Working Group and Joint Cities Working Teams:

I am a Cupertino resident and live in the Phar Lap / Mann Drive area. I am writing to implore the CWG and JCWT to consider that routing the Stevens Creek Trail expansion through this neighborhood:
Does NOT provide a true trail experience like what is available in parts of Mountain View and in Blackberry Farm.

Is a fundamental change to the character of this neighborhood in terms of pedestrian and bicycle traffic going through it, safety and what people have invested in.

Is not a fiscally, environmentally or politically sound decision, given the recent construction of the Mary Avenue footbridge and options that would route the trail through Foothill or Stevens Creek Boulevard.
I think the original plan for the trail from the 1960s is a wonderful idea. However, land development has all but made a true trail impossible to achieve in 2015. Please do not make my home and neighborhood suffer for the decisions made over the past 50 years which have taken away land that would have allowed for a completely protected trail.

When my husband and I were looking for a home to buy, we bought for the very long-term and had a very specific set of criteria. Our current house met our criteria. Part of why we bought our home and made the largest financial investment we will ever make in our entire lives is because we wanted to live on a street that had very little vehicular and pedestrian traffic outside of what's generated from our small neighborhood. We wanted a quiet neighborhood to raise our family and establish our roots. I want to impress upon you that the trail potentially going down our street is a fundamental change to all of that. If we wanted our home to be on a street frequented by bicyclists and pedestrians, we would have purchased a home in a different neighborhood.

Finally, I do not understand how the construction of a pedestrian/bike bridge that would go into Phar Lap / Mann Drive – but is less than a mile away from the recently opened Mary Avenue bridge – is fiscally responsible. A goal of the Mary Avenue bridge was to help connect the trail. Why is another bridge necessary? The construction of yet another bridge and the maintenance of it going forward are a waste of public funds.

That being said, I want to be clear that I don't question the potential benefits of increased safe, outdoor spaces for my family and our community, and that public funds would be required to do this. However, I would like to see money allocated to improving current major bike thoroughfares so these become safe extensions of the trail that do not completely alter my home and neighborhood.

Thank you for the opportunity to add my comments to the process.

Comment #: 481 **Name:** Michelle Hornberger and Terry Short
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Alignmnet
Comment:

My husband and I are frequent users of Stevens Creek Trail and are excited to see the possibility of the trail being extended towards Cupertino. After reviewing the proposed trail alignments, we support the Fallen leaf lane option (1st choice) followed by the Bellville option (2nd choice). The other proposed options would certainly not be safe for families that use the trail for recreation.

I am an experienced road cyclist and am very familiar with all the routes proposed by the study. I can't imagine having young or inexperienced cyclists traveling down Bernardo, Mary, Fremont or Stevens Creek. While I ride these roads, I would prefer not to if given a choice. The traffic is quite heavy and the cars travel at speeds that wouldn't be safe for less experienced cyclists (or kids).

The Stevens Creek Trail alignment provides an opportunity to encourage people to get on their bikes to get from point A to point B....the most successful way to do this is to provide a safe option for bike travel. If the trail alignment pushes people off on busy streets, they are less likely to ride their bike and more apt to use a car.

No doubt there is intense resistance from those that live on Fallen Leaf lane or Belleville. However the trail seems to be working very well in Mountain View (Sleeper and Levin) so I find it hard to see why creating this trail alignment places undo hardship to those living on those streets.

Kind Regards,
Michelle Hornberger and Terry Short

Comment #: 482 **Name:** Alyssa O'Neill
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Mann Drive/Phar Lap Bike Path
Comment:

To Whom It May Concern,

When hearing about the idea to put a bike path on my street I became absolutely livid. I am a teenager who lives on a quiet residential street. My basketball hoop goes over on to the street and now on the weekends will I have to continuously stop playing to let cyclists ride by?

I also park on the street in front of my house. Will it now become illegal for me to park in front of my own house on a residential street? I have also ridden down the hill on Woodbury Drive which I guess would essentially be apart of this bike path and I have wiped out trying to make the turn at the bottom. With bikers going around the hill and cars coming down the street you are asking for an accident to happen.

I attend Monta Vista High School and I have witnessed one of my fellow classmates death on a bike while on my way to school. Please do not give another biker a chance to be killed from someone coming out of their driveway in a hurry. Putting a bike lane on a residential street is not a good idea.

I beg you not to let this happen. I love my peaceful quiet street and I hope you do not take that away from my family and I, but also the other families of these streets.

I say No to the Phar Lap/Mann Bike Path!!!

Alyssa O'Neill

Comment #: 483 **Name:** Megan Bemis
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: NO!
Comment:

Hello,

I am extremely opposed to having a bike path made out of Mann and Phar Lap. My family has 3 cars and we have to park one of them on the street! Also I feel it would disrupt what many people have moved to this neighborhood for. Peace! This neighborhood is always so quiet and peaceful, one of its main appeals. Another appeal of this neighborhood is its safety. If the city plans on bringing one thousand people to our quaint neighborhood, what is their plan to protect us when someone decides to break into a house, we don't know who this bike path is going to bring to our neighborhood! We are all very disappointed in the city, we want our beautiful neighborhood to stay exactly how it is. All this bike path will bring is unhappiness.

Megan Bemis

Comment #: 484 **Name:** Robert and Melissa Malley
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Proposal Los Altos Resident Feedback
Comment:

Dear Stevens Creek Trail Commission and Los Altos City Council Members,

We are writing as concerned residents whose neighborhood could be significantly affected by the Stevens Creek Trail Study proposed trail routes. We have three children and we enjoy using the trail for family bicycling treks. What makes the trail beautiful are the off road sections that enable enjoying nature in the midst of neighboring freeways, cities and neighborhoods. However, the Stevens Creek Trail study proposes options that would take the trail through neighborhoods that will harm the peaceful environment we love about our city and neighborhood.

We oppose the current direction by the commission for the following reasons:
* None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not nature.
* None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections - streets are just not safe for heavy bicycle traffic.
* Putting a Trail on residential streets disrupts neighborhoods. Please don't change the character of this city which we chose 19 years ago that is essential to our family.
* Please respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

This decision on how to extend the Stevens Creek Trail has been discussed for years. We don't understand why this issue keeps coming up. Los Altos and neighboring cities concluded in 2008 to use the Fremont Avenue - Grant Road - Foothill Expressway route. Why can't this decision be accepted as final? There has been enormous push back by residents to extend the trail along neighborhood streets. Please follow the 2008 findings and the corresponding more recent feedback from residents to not extend the trail through peaceful and loved but fragile neighborhoods.

Sincerely,

Robert and Melissa Malley

Comment #: 485 **Name:** Carol Ovelman
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Esteemed Representatives:

I have 4 more concerns:

1. The ugly green paint on a non-sidewalked rural looking street (I know that's whiney sounding).

2. Losing street parking for residents and guests.

3. Trying to back out of my driveway with the added traffic (currently it takes us about 3 tries).

4. And this is primary : the attempt to funnel traffic from a Class I bicycle route (Stevens Creek Trail) onto a Class III bicycle route (Fallen Leaf).

Best,

Carol

Carol Ovelman

Comment #: 486 **Name:** Yosefa Aharonov
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: comment regarding The Stevens Creek Trail Four Cities Joint Feasibility Study
Comment:

Hello,

My comment is regarding the option to have the trail go through Bernardo Ave. Sunnyvale.
This is a very busy section of road during mornings and early evenings when people are driving to/from work.
That's the best exit rout to I-280 north/south and to 85 south for all neighborhood's residents.
During morning rush hours, when people go to work and during early evening hours when people come back from work, they use that rout and
adding runners/bicycles/walkers to that mix will slow the traffic, and might be dangerous and result with accidents!
Any change to Bernardo Ave. will dramatically degrade the quality of life in the Cherry Chase Neighborhood, since Bernardo is the only open rout allowing residents a somewhat smooth exit to the highways. Mary Avenue is congested in the mornings with the homestead high school traffic. Exiting the neighborhood from the Mary Ave direction to the highways will take two times more in the morning.
Heataherstone way goes all the way to Mary Avenue and already has bike lane.

Thank you for reading,

Yosefa Aharonov
Sunnyvale

Comment #: 487 **Name:** Vivian Euzent
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Idea for bike trail
Comment:

I have attached 2 pictures of the bike route on 4th Street on downtown San Jose. If you could create something separated from moving cars like this on Mary Ave, for example, maybe people would be more accepting of it as a safe route.

Another idea is to use the park land to get the trail close to Fremont, have short on street segment along Yorktown, passing through the back pedestrian entrance to the Westmoor Village Shopping Center, and exiting on Mary to continue down Mary to the footbridge. Mary Ave is supposed to be put on a road diet there so should be a safer intersection to cross - especially if the separate bike lane is possible as shown in the picture

Sincerely,
Vivian Euzent

Sent from my BlackBerry 10 smartphone on the Sprint network.

Comment #: 488 **Name:** Hannalore Dietrich
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To whom it may concern:

Re: Stevens Creek Trail

Regarding the feasibility study and ongoing public outreach, I am especially interested in this matter.

Two years ago when campaigning for the now Mayor Jim Griffith, I was able to see the Sunnyvale creekside properties, which could be impacted by the proposed Stevens Creek Trail. At that time, the residents with whom we spoke brought up the subject and were against creating a trail in their backyards, where properties would be gained by imminent domain and potentially flora, fauna, and animal life could be disrupted.

The past several years while attending the Sunnyvale Art and Wine festivals at booths for the Stevens Creek Trail, I have had the pleasure of speaking with bicycle enthusiasts about connecting and finishing the Stevens Creek Trail. The group has sound reasons for completing the trail, including a reduced carbon footprint, reduced bicycle accidents, increased ability to directly ride through several cities on a designated bike trail.

I am for reducing the cabon footprint and greenhouse gases, and for maintaining residents' tranquility and the natural habitat of animals and plants alike. With the reduction in open space in the City of Sunnyvale from the urban villages and economic development, which have swept Silicon Valley recently, I am in favor of maintaing the environment as presently constituted and do not wish to continue with the Stevens Creek Trail build out.

Thank you for taking the time to read and consider my comments. This is not an easy matter and I am sure that the Sunnyvale Mayor and City Council will make the right choice to provide sustainability for transport for cyclists and tranquility with residents.

Sincerely,

Hannalore Dietrich

Comment #: 499 **Name:** Shirley Frantz
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail opinion
Comment:

I live in Cherry Chase and ride the trail weekly from the Heatherstone access. I love the trail along the creek, but believe extending it adjacent to the creek would be putting wildlife at risk.

My preference for the extension would be the Remington to Mary option, ideally exiting the trail at Heatherstone, a right on Knickerbocker, another right on Bernardo and a left on Remington. I believe the bike lanes currently exist on these streets.

Thank you,
Shirley Frantz

Sent from my iPad

Comment #: 500 **Name:** Kay Woolfolk
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

I support the extension of Stevens Creek Trail to Rancho San Antonio park, with access for bikes.

Sent from my iPad

Comment #: 501 **Name:** Messalina Wang
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT Project Concern & Support Mary Ave/Don Burnett bridge to Cupertino
Comment:

Hi SCT,

I am a West Valley area residence, I DO NOT think it is feasible to have the trail run thru Belleville.

I walk my dog every morning. The traffic on Belleville in the morning is so dangerously that it is not only impossible to cross the street, it is also very hard step into the street to avoid another dog on the sidewalk. If Belleville became a trail, it will make residence in the West Valley Elementary school area become prisoner of our neighborhood.

There are better solution to this trail project. I DO believe the proposal of "support a more fiscal approach and advocate for safe routes that can provide conductivity for residents. Upgrade existing infrastructure and create safe routes for students, residents to reach retail venues, commuters and recreational users to use Mary Ave to the Don Burnett bridge to eventually reach Blackberry Farm and trails in the Cupertino foothills."

We are Sunnyvale residences for many years, we have been paying tax and love our community. This is the time we REALLY need your support and representing us on this subject matter. Thanks!

Regards,
Messalina Wang

Comment #: 502 **Name:** Donna Huber
Date: 6/7/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Stevens Creek bike trail through Fallen Leaf Lane - feasible? Please confirm that you received this email
Comment:

Dear Council and committee member,

We have been residents of South Los Altos for ten years. We chose our home carefully, wishing to enjoy the rural, safe atmosphere that South Los Altos provides.

We are perplexed, frustrated and concerned that some council members favor the Fallen Leaf Lane as an option for a major nature trail.

There are two viable options that are far superior to the Fallen Leaf proposal. Please support these other alternatives that are logical, fiscally responsible, and ecologically friendly by using existing infrastructure:

1. Fremont road/Grant road: Grant Rd. is already a wide road with very few residential homes on Grant. Fremont and Grant include a bike path already.

2. Mary Avenue route which utilizes the already existing bridge over 280, the multiple lane Mary Avenue, and an existing bike path.

We ask you that as responsible representatives, allocating our taxpayer money, you do not approve a major nature trail going through Fallen Leaf Lane and that you consider the other alternatives. The impact of the Stevens Creek Trail going through Fallen Leaf Lane will be so negative for so many residents in so many ways.

Respectfully,

Donna Huber
South Los Altos resident

Comment #: 503 **Name:** David M Fishman
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Comments on SCT Routing
Comment:

Of the many options available to get from Fremont Ave to Homestead Ave, I'd like to weigh in in support of routing down Bernardo. The fact that only half the street (i.e., one side) has houses on it makes it the minimum impact alternative.

Making Bernardo from Fremont to Homestead (in part, if not in whole) a one-way street, and converting the lane that goes along the sound wall into a bike path, is the ideal route. A tree-lined median between the bike lane and the one-way traffic would be a real pleasure to see.

One idea is to offer homeowners on Bernardo the option of dedicated, permit-only parking spots, carved out of the portion of their lots between the sidewalk and the street, as parking bays.

Inline image 1

Thanks, and good luck with this important project!

Comment #: 504 **Name:** Earl Daley
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Suggestion for Steven's Creek Trail Extension
Comment:

would love if the Stevens Creak Trail extended towards Cupertino. I would recommend having trail access near the end of Remington. This would allow me and family to avoid using Bernardo between Remington and Homestead (there are no bike lanes on Bernardo for that section and super dangerous street parked cars between Remington and Fremont). That would completely open that direction for exploring, daily travel and exercise.

I live on Plymouth Drive and take the Stevens Creek Trail to and from work at Moffett for about 90% of my commute. The Dale Ave / Heatherstone bridge and connecting trail extension changed my life from one of fear to one of safe and healthy alternative transportation. There are alternatives to the bridge and trail by weaving through large intersections, small neighborhood trails and riding poorly maintained shoulders while cars pass at over 40+ miles per hour. I look forward to riding my bike every day because of the trail - I doubt I would be so committed to bike commuting if the bridge and trail did not exist. I use the trail almost every weekday and most weekends when I ride / run with my 6 and 8 year old kids.

To anyone thinking extending the Steven's Creek Trail is a bad idea, I would suggest riding the alternative with a 6 and 8 year old while they are on their own bikes. It is a scary when there are fast cars and large intersections. It is stressful enough for me having them ride to Cherry Chase on Grape. The fact that there are NO BIKE LANES near Cherry Chase shows how Sunnyvale is not serious about bicycling.

Thank you,

Earl Daley

Comment #: 505 **Name:** Ariel Yule
Date: 6/7/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: We love the trail, please extend it and reduce the traffic on highways
Comment:

Dear Stevenscreek trail planners,

We are a family of 4, with two boys age 9 and 11, living in Sunnyvale. We love the Stevens Creek trail. My husband uses it daily, he bikes to work via the trail which benefit our family life by knowing he won't stuck in the traffic jam and getting his daily excise. I run on the trail twice a week anything between 6-20 miles. It helps me to get healthier. We as a family cycle on the trail often, from Sunnyvale to Palo Alto wetland, kids enjoying the wild life and we let them bike freely as we know that the trail is very safe.

Please please please extend the trail all the way, it is what we need in Silicon Valley. We have enough highways, we wasted enough time in traffic jams, we (adults and kids) all need this green belt to breath and enjoy life a bit more.

Thank you.

Sunnyvale residents
Yule family of 4

Comment #: 506 **Name:** James Patterson

Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Trail bridge access

Comment:

I'm the third generation of my family to own the same home on mockingbird lane, dating back to 1966.
I would hate to see this quite tree shaded street become something else. My concern is the possible increase in traffic and people driving in to park and ride, especially on weekends.
Please continue to look for other alternatives.Maybe the end of Remington for access to the trail and build the bridge at mockingbird with no access from the street. Remington has parking and can handle a large number of people on weekends. Sincerely, James Peterson

Comment #: 507 **Name:** Anh Klingner
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Extention
Comment:

Dear City Councils,

Please extend the Stevens Creek Trail, this is a good investment for future generations.

Thank you,
Anh Klingner

--
"We do not inherit the Earth from our ancestors: we borrow it from our children."Ancient Indian Proverb

Comment #: 508 **Name:** Amar Panchal
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens creek trail extension
Comment:

This is to express my support for extending the trail from mountain view to Cupertino.

Thank you,
-Amar

Comment #: 509 **Name:** Roy and Yvonne Hampton
Date: 6/7/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Comments on Stevens Creek Trail Feasibility Study
Comment:

Dear SCTFeasibilitystudy/sunnyvale, Councilman Darcy Paul, and Citizens for Responsible Trails

After initial study, then attending the June 1st public input meeting for Cupertino region where I spoke my immediate thoughts, I continued to think upon the situation.

After considerable study of the available information, driving streets, study of google maps details, and study of Netherlands references, my wife and I are submitting the enclosed enhanced comments that go far beyond the comments I provided at the June 1st meeting.

We hope the enclosed comments and suggestions are of value to your efforts.
I am enclosing both a Microsoft Word and adobe pdf version for your use.

Sincerely, Roy and Yvonne Hampton

--
Roy Hampton

Comment #:	510	**Name:**	A. M.		
Date:	6/7/2015	**Jurisdiction:**	N/A	**Supplemental Document:**	No
Subject:	Fremont to Homestead input				

Comment:

Comment Retracted at the request of resident via email on 6/10/15

Comment #: 511 **Name:** Dee Gustavson
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: No residential streets for bike trail
Comment:

Dear Representatives,

The street that makes the most sense to use would be Mary Ave., because it is a wide street, and already has a bike path marked on both sides of the street. Besides, this way the Mary Ave. Bridge could be used, which was built in order to connect to the Stevens Creek Trail in the first place. It actually says that in the dedication! It would be more fiscally responsible to use something that's already in place.

None of the 'feasible' residential streets is safe for a Trail, because there are too many driveways and intersections. (There are 80 driveways and intersections on Fallen Leaf Lane, for example.) It would not be safe for bikers or motorists.

Thank you for considering those of us who live on these residential streets, who chose them for their abundance of beauty, quiet and peaceful natural setting. It would be unthinkable to remove 250 trees from our street to build a bike path down our street. Even if some of the old trees were replaced with new, young ones, it would take decades for new trees to mature to their current height.

Dee Gustavson

Fallen Leaf Lane, Los Altos

Comment #: 512 **Name:** Jian Lan Viktora
Date: 6/7/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Please don't remove the trees on Fallen Leaf!
Comment:

Esteemed Representatives:

As a Los Altos resident, it is absurd to include Fallen Leaf Lane in the feasibility study. My recommendation is remove this option from the study before city Council's can vote on including it as part of a trail. My vote is that no trail or bike lane of any sort be constructed in front of or over the top of those residents' front yards.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Trees need tens, hundreds years to grow, but one day to cut it. Please don't cut more trees! There are alternative way to connect the trail, why don't we take some land between creek and property line?

Jian Lan Viktora

Comment #: 513 **Name:** Sandy Mingia
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Proposed Pathways
Comment:

The Grant Park neighborhood is a family residential neighborhood with many children that need safe routes to schools. Families also have a right to safety in their neighborhoods.

- None of the 'feasible' residential streets is safe for a Trail. It does not seem wise to run a Trail through a quiet residential neighborhood that wants to stay quiet and dedicated to it's residents and the safety of it's residents.

- Gangs of bikers travelling at high speeds through neighborhoods is dangerous.

There are too many driveways and intersections for a public trail.

A Trail would potentially endanger both the residences and trail walkers due to the many driveway crossings.

Please adopt the valid 2008 Los Altos Stevens Creek Trail study findings in the feasibility study. No more studies are justified.

It would be great to drive walkers to use of the new $14 million Mary Ave bridge over Hwy 280. NOT to build a new one.

Los Altos peaceful residential are not appropriate for public walkways.

Thank you for your consideration,

Sandy Mingia

Comment #: 514 **Name:** Tram Dao
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Steven creek trail
Comment:

Hi,
as a citizen of Sunnyvale, I support your effort to try to improve the safety of bicyclists and pedestrian as a mean of transportation.
I however think that effort should be made to minimize establishing new routes through quite and peaceful neighborhood without significant improvement of safety due to inability to separate bicyclist routes from car traffic. I think the route buiding along the wall of 85 on Bernado may allow a separate routes between bicyclists/ pedestrian and cars without bicyclists having to constantly watching out for cars coming in and out of the driveways. Ability to build a separate routes, tunnels along the wall of highway and minimizing cutting through quiet residential neighborhood may be worth to consider.

Sincerely,
Tram Dao

Comment #: 515 **Name:** Mary Stewart
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please support the Steven's Creek Trail extension for the safety trail users of every age!
Comment:

Dear City Council members,

Please support the extension of the Steven's Creek Trail. It will provide a safe and convenient alternative to driving for community members of all ages. Do not allow a few community members to dictate the outcome of this important project to the detriment of the larger community and future generations.

Thank you,
Mary Stewart

Comment #: 516 **Name:** Rochelle Ullmann
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Extend the Trail!
Comment:

I have been a Sunnyvale resident for nearly 20 years but have only recently started enjoying the Stevens Creek Trail: It has become an important part of a weight-loss journey I started a little over a year ago resulting in a 115 pound weight loss to date. Walking on the Trail has enabled me to stay motivated while enjoying the beautiful surroundings on the Trail. I appreciate that I can enjoy a safe and serene walk in my own city and I particularly appreciate that it has also become a safe and important commuting option for so many bicyclists in our area. Extending the trail to Cupertino can only increase all of the benefits I and others have enjoyed and encourage many more residents to get out and experience the natural beauty of our area.
Thank you,

Rochelle Ullmann
Sunnyvale, CA

Comment #: 517 **Name:** Greg Kearney & Tamara Kearney and guide dog Rex
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Sirs;

We write to you today in support of the completion of the Stevens Creek Trail to the Ridge Trail. Beyond the objective to provide a welcome nature path this project is also needed to provide for a safe pedestrian and cycling route through the valley. Such a trail would provide a means of transversing the valley away from traffic thereby improving the safety and efficiency of both pedestrian and cycling users and the operators of motor vehicles.

We live in the area of the southern portion of the existing trail in Cupertino and enjoy it nearly every day. However the trail is limited in its practical use by being separated from other trail infrastructure. As a blind user of the trail it is important for both mobility and safety to have a well developed and connected trail system that is separated from traffic and the hazards that traffic subjects us to.

Thank you for your support of this measure.

Greg Kearney
Tamara Kearney and guide dog Rex

Comment #: 518 **Name:** Coralie Schwartz-Berg and Stephen Schwartz
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Feasibility Study Commission,

As a decision regarding the Stevens Creek Trail study is about to be made, we would like to express our grave concern about the residential routes of Los Altos routes being considered. Living on Kircher Court, off Fallen Leaf avenue, we would be directly affected.

The solution selected need to be fiscally responsible by making the best use of existing facilities. Our tax dollars shouldn't be wasted on duplicated or costly infrastructure, when existing solutions will require minimal investment. Let's use current bike lanes, existing bridges and make them safer, rather than pretending to create a safer trail in residential streets with multiple intersections and driveways.

You need to protect the character of Los Altos and its open, green, rural feel, avoiding the concrete, sidewalks and streetlights that some neighboring cities want to have. This is the reason why we elected to live here, and we shouldn't let other cities dictate the use and look of our streets, our neighborhood.

The 2008 Los Altos trail study proposed 5 sensible and viable options, and Fallen Leaf was never one of them. All were reasonable and approved routes, which respect the character of our city, the reason why we all chose to live in Los Altos. Why not follow these recommendations?

We urge you to select viable and less costly options such as Mary, Fremont avenue or Bernardo avenue which require little investment, will minimize the disruption of residential neighborhoods, and will preserve the character of Los Altos.

Coralie Schwartz-Berg
Stephen Schwartz

Comment #: 519 **Name:** Hali Wilson-Hansen
Date: 6/8/2015 **Jurisdiction:** Santa Clara **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Hello,
I'm putting my vote in for extending a real trail to connect Mt. View to Cuperino. I would love to be able to run and bike safely on this trail without fear of being hit by cars.

Thank you,
Hali Wilson-Hansen

Comment #: 520 **Name:** Jennifer Lee Thuresson
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: In favor of the Steven's Creek extension
Comment:

Hi,

My name is Jennifer and I a frequently walk/run/cycle on Steven's Creek trail. So does my husband. He commutes to work everyday using Steven's Creek Trail and have been for the past 7 years. Throughout the years, we've deliberately chosen homes close to the trail for easy access because the trail is a great utility as well as a great joy to us.

The current vehicle congestion going north of 101 is notoriously bad and by using the trail, we can help ourselves as well as help lessen the burden on the roads. My husband uses this advantage everyday.

We're also long-distance runners and cyclists and the access to Bay Trail has been invaluable. I can only dream of the possibilities if Steven's Creek Trail gets further extensions south. As I have spent a decent amount of hours cycling on the existing road options, I've been concerned for my safety more than once.

I beg of you, please, please please consider the extension of Steven's Creek Trail a valuable opportunity for the area, for it's positive impact on mobility, infrastructure, safety, the environment and for the health and well-being of the community.

Thank you for your time.
Regards,
Jennifer

Comment #: 521 **Name:** Chris Frantz
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: STEVENS CREEK TRAIL FEASIBILITY STUDY PROJECT COMMENT OF SUPPORT
Comment:

Dear CWG and the JCWT,

As a resident of Sunnyvale and frequent user of Steven's Creek Trail I wish to go on record with my support for the trail extension and specifically the
CREEK CORRIDOR/BERNARDO AVENUE PATH option.

The bike path is extension would further increase the ability to use the trail for both recreation, commuting and travel to surrounding areas and communities by bicycle. The more we can do to facilitate people using alternative transportation, especially bicycling or walking will pay great dividends by reducing traffic congestion, promoting a healthy more active lifestyle and build community.

Please extend the Steven's Creek Trail.

best regards,

Chris Frantz
Sunnyvale, CA

Comment #: 522 **Name:** Terry Fowler
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

he city council is faced with difficult decisions regarding the Stevens Creek Trail. I ask that you consider what will be the best solution for all the citizens. It might be helpful to think about how this project will be viewed ten and twenty years in the future. I believe the current trail had many opponents in the past but is now considered to be a good addition to Mtn. View.
When you evaluate various options, I would ask that you consider:

1. Interaction with cars

2. Minimum car usage.

My personal belief is that these issues should be priorities.

Terry Fowler

Comment #: 523 **Name:** Judith Colson
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Changed mind
Comment:

Thank you Tim for fully explaining the choices for the design with no pressure. I live on Hibiscus Dr in Cupertino and I really have been under the misconception that our street might be riddled with cars. Part of this has been my own fault for not taking s more active role in the discussion. I now understand this is a process that will take years to complete and I would like to leave my children a legacy of hiking like I am able to do in rancho San Antonio; therefore I am changing my vote to yes- please do allow the path access in my area after an environmental study and thank you Tim for your passion in this endeavor!

Sent from my iPhone

Comment #: 524 **Name:** Michael Sims
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

I wish to offer my support for extending the Stevens Creek Trail as far as it can be taken. As a semi-regular bicycle commuter, I can tell you that riding trails are easily the most pleasant and safe part of my journey, and it is worth going out of my way to use them instead of city streets where possible.

Good bicycle infrastructure is one of the ways I can tell a city is serious about handling the transportation challenges of the future and creating a community for people, not just a place to live.

While I will not be able to attend the planning meetings for this project, I've attended planning meetings in the past and traffic seemed to be a prime concern of many residents. Creating and enhancing trails like this works to solve that problem. Someone new to bicycle commuting is far more likely to give it a try if there is a safe, isolated, and beautiful trail to ride on than if they must ride on a busy street -- even if there is a bike lane! Bike lines are a fine thing and we should have more of them, but they do not compare to a dedicated trail.

I live near the two bridges that were constructed for bikes over US101 and CA237 along Borregas Ave. a few years ago, and the access they provide to the Bay Trail, the John W. Christian Greenbelt, and other routes they connect to has been nothing but beneficial. It is my hope that the planners for this project will choose to provide similar benefits to my neighbors living along the proposed route extension along with the community as a whole.

Sincerely,
Michael Sims
Sunnyvale, CA

Comment #: 525 **Name:** Anouchka Gaillard
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: status quo is unacceptable
Comment:

this discussion has been going on for over 20 years. I am looking for a reasonable solution, and I trust that the best solution will be found. I do not believe that everyone's fear of changes and loss should get in a way of a long waited solution.

I particularly regret people resorting to fear (safety, property value decline, "government always doing the wrong thing") to get in a way of all changes.

We have lived in this neighborhood for 25 years. We are concerned with safety and environment, but would welcome a proper bike path and a park where possible.

regards

-anouchka

Comment #: 526 **Name:** Joan & George Bodway
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Bike Path
Comment:

lease utilize the bike paths already established on Stevens Creek Blvd. and the already constructed bridge accessible via the Oaks Shopping Center. It is fiscally irresponsible to consider new bike paths through neighborhoods when an already established route is available within a few hundred yards. Stevens Creek Blvd. is a logical continuation of the path between McClellan Ranch and Blackberry Farm Golf Course. No street crossing, no traffic through neighborhoods, just an already installed bike path leading directly to the underutilized million dollar bridge over Hwy 280.

Joan & George Bodway

Comment #: 527 **Name:** Gareth Lewis
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support the Stevens Creek Trail extension
Comment:

Dear Staff, Working Group Members, and Council Members:

My name is Garth Lewis and I'm a 20-year resident of Sunnyvale. My wife and I raised three children in this community (they attended Cherry Chase Elementary, Cupertino Middle and Homestead High Schools.) During our time here, we have come to love the Stevens Creek Trail.

I first enjoyed the trail as a place of exercise – it was my preferred jogging route when I worked at Microsoft. As my kids grew, it became the place where we could take family bike rides in a safe and beautiful environment. As the trail grew, first to Heatherstone and then to Sleeper Avenue, we found it added more and more enjoyment to our lives.

It is our profound hope that the vision of extending the trail into Cupertino can be realized. Years of data suggest that this community asset will add to, not diminish, the quality of our lives. Will it require investment? Of course, but it is an investment that will pay off many times over in myriad ways. More public open space, reduced traffic and pollution, increased home values, and safer streets for our families – aren't these worth investing in? We urge you to have the wisdom and foresight to support an extension that features as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Thank you,

Garth Lewis

Sunnyvale

Comment #: 528 **Name:** Tom Winant
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

To the Members of the Study Group
I am submitting comments in the attachment that I wish to make to the Stevens Creek Trail Study Group tonight at the Mountain View Senior Center. I have rehearsed my comments and shortened them to just under two minutes.

Very Respectfully,
Tom Winant

Comment #: 529 **Name:** Shawn Honess
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: (no subject)
Comment:

My family and I live in Sunnyvale near the Heatherstone bridge terminus of the Stevens Creek Trail. Since opening day, we have been frequent cyclists (and occasional walkers) along the trail. It provides a safe and enjoyable place to take a seven year old boy outdoors, which is a wonderful thing as I'm sure you'd agree.

We would very much like to see the trail extended southward so that we can safely get up to the reservoir and to the hills. As tax-payers, we would also like to see it done at reasonable cost but as expeditiously as possible!

We generally favor extending the existing creek trail to Fremont, then following Bernardo to Homestead. From that point, we have no strong feelings other than stating that we would always prefer SAFE travel (consume a lane for bike/pedestrian traffic, divided from cars) along any very busy streets such as Stevens Creek or Foothill. We generally would prefer residential streets, perhaps bridging or tunneling from Caroline to Madera.

Lastly, we'd hope that you would also expand the safety of bike lanes that feed into the new and existing trails. Roads like Knickerbocker, Heatherstone, and Remington all deserve continued attention. A reasonably safe (albeit "boring") path to the existing 280 over-crossing exists today, but the path west along Stevens Creek today is very dangerous! Some attention there would make a fine stopgap and benefit the final trail in the long run.

Wealthy companies sharing our cities could see additional benefits from such a trail in the form of recruiting, employee health and safety, etc. They might be approached to assist with the cost of this. Let the high-bidder rename the "Stevens Creek Trail" to the "Apple Trail" or "Google Trail" and put their logos on the mile markers or something... :-)

Thanks!
- Shawn Honess

Comment #: 530 **Name:** Steve Elich
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: Homestead Villa, Cupertino - Stevens Creek Trail Petition
Comment:

SCT Feasibility Study,

Attached, please find a petition that was collected from residents of the Homestead Villa subdivision in Cupertino in 2013 in response to the Stevens Creek Trail process. This petition was formally submitted to the City of Cupertino at a city council meeting in 2013.

I would request that this petition be included in the final Stevens Creek Trail Feasibility Study as an expression of the position of virtually every resident in the Homestead Villa subdivision at that time. I have included the text from the petition below for clarity:

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to $10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent $14,800,000 ($14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

PETITION – By signing below, you urge the Cupertino City Council and staff NOT to route the Stevens Creek Trail through the Homestead Villas subdivision. You further urge the city to promote fiscal responsibility by routing trail traffic to routes that utilize existing bike paths and related infrastructure along Mary Avenue and the Mary Avenue Bicycle Footbridge and Foothill Expressway/Foothill Boulevard.

Thank you.

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Best regards,

Steve Elich
Cupertino

Comment #: 531 **Name:** Debra Vernon
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: INFO@StevensCreekTrail.org
Comment:

Dear Study Workers,
This is my first e-mail to city government in any form, so please excuse anything that is politically incorrect.
My husband and I have lived in Sunnyvale since 1985. We have enjoyed raising our family here and now plan to enjoy our retirement here. We love bike riding. Connecting the currently existing bike trails with the Steven Creek Trail is a no-brainer. Multi-use bike trails benefit everyone. For the old and the young, street bike lanes are not as safe as I'd like.

I will definitely be following the progress of the Stevens Creek Trail. You can tell the Sunnyvale City Council, I will definitely be following their votes also.
Thank you,
Debra Vernon

Comment #: 532 **Name:** Shanahan Lim
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens creek trail neighborhood opinions
Comment:

Hello,

I live on Acacia Way and have been here since the homes were built and was born and raised here in the South Bay. I have 3 young children in my household and would very much appreciate having a safe and accessible bike trail nearby.

Many of our neighbors back along Barranca and Peninsular have been very vocal opponents of having a bike trail in our neighborhood, and I notice most of them are older residents who just don't want people passing by their homes. These are the same people who raise the alarm when African American people come through the neighborhood, warning people to be on guard. They say they are supporters of a bike trail, as long as it's not in their backyard, but instead, way down by Homestead High School or up along Foothill Blvd. I wish I could have as much time as they do to voice my opinions (and those of our neighbors along Acacia Way) at the meetings in support of the trail along Stevens Creek, but all of us have a number of young children and can't make evening meetings to do so.

As it is, I walk my kids to and from the local elementary school every day, down along Homestead Road and Belleville Way, and see the crazy car traffic day in and out of rushing commuters. I would not feel comfortable having my children biking beside that traffic (even with me alongside them), having seen the number of cars running red lights, accidents that occur at our intersections, and even the occasional car chase from highway 85 ending up with a car crashing into our neighbors yard.

I would support having the Stevens Creek Trail actually follow the creek and wind through our neighborhood so that my family would be able to enjoy safe access to it via bikes rather than roll the dice of having my kids biking along Homestead Rd. alongside speeding commuters late for school or work. Many families I've spoken to at West Valley Elementary who live nearby also feel the same way, but most are unable to make it to the meetings you've set up for public input because of our young children at home.

Thank you,

Shanahan Lim

Comment #: 533 **Name:** Kristin Sims
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Re: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,
Kirstin Sims
Sunnyvale, CA

Comment #: 534 **Name:** Linda & David George
Date: 6/8/2015 **Jurisdiction:** Saratoga **Supplemental Document:** No
Subject: Re: SCT Feasibility Study Comments for the Stevens Creek Trai
Comment:

Hi,

My husband and I would like to voice strong support for extending the Stevens Creek Trail through Sunnyvale and Los Altos to Cupertino. (Someday it would also be great to see it extend toward Saratoga, too!) The trail is a wonderful asset to our community.

Many thanks,
Linda & David George
Saratoga, CA

Comment #: 535 **Name:** Greg Unangst
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Can't make the meeting tonight
Comment:

I'm Greg Unangst, MV resident, CWG member, board member FOSCT, and MV BPAC Member. So yes, I'm an advocate for trail extension and an advocate for safe streets for bikes & pedestrians for all ages. As a 30 year resident of this valley I have witnessed the growth of the trail and bicycle network with the current SCT as a jewel in this regional network. The 4 Cities Trail Feasibility process presents us with a rare opportunity to dramatically extend the Trail and expand the connectivity of the growing regional trail and bike network.

In Mountain View in the beginning there were the same fears and complaints expressed about crime, the cost, the homeless, decreased housing values, gangs, sweaty strangers, etc. that the trail would bring to their neighborhood. All these fears failed to materialize. Now the biggest complaint is that the trail is too crowded.

We live in an increasingly urban environment that is to a great extent defined by the concrete and steel transportation network. Every few decades we get an opportunity to make small changes to that network. We should take this rare opportunity to improve our trail network and increase the safety and neighborhood connectivity of our bicycle and pedestrian network. We should view this as an opportunity to make an investment that will pay dividends for at least a half-century in terms of reduced traffic and pollution, safe places for kids to bike & hike, access to open space, and more enjoyable walking, hiking, and running.

So let's move forward on the trail in those places where we can accomplish a trail experience as we have in Mountain View. In those areas where we must go on city streets, let's take this opportunity to invest and make them safe and convenient for all our neighbors, especially the young and elderly. Let's not miss this chance!

Greg Unangst

Comment #: 536 **Name:** David Belfor
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Bike Trail
Comment:

The discussion concerning a bike trail has been on going for many many years without any solution which does not harm one of the remaining natural creek setting in the county or routing cyclists through neighborhoods.

The latest proposal to rout cyclists up Fallen Leaf at the cost of hundreds of mature trees and shrubs is absolutely so absurd, I have to question the logic of even proposing such a thing.

I live in Sunnyvale. I bike a lot. I ride with my family to downtown Mt. View, Los Altos, Stevens Creek reservoir. We are able to ride bikes where ever we chose. A bike lane up Bedford, Belleville or any other residential road would be great if the current byways had been designed to accommodate a bike lane.

A bike lane connection to Black Berry Farms is simply not a reasonable or feasible project. It should be clear to those who are trying to force the bike lane through this section of the tri cities that it is not wanted at the cost of trees, parking etc. The interests behind this proposal care about one thing - bike riding. The people who would be directly impacted by a bike lane should be the ones to determine if such a project is approved - not out side self interest groups.

David Belfor

Comment #: 537 **Name:** Danielle & Patrick Glaser
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Support for Stevens Creek Trail
Comment:

Greetings,

My husband and I are a new residents to Mountain View, and we are very excited about the bicycle improvements being suggested for the Stevens Creek Trail. One of the first things we did after moving here was locate the nearest trail systems. We both use this system, as well as the other trails and bike paths in the area, to commute to work, run errands, visit friends and exercise. In fact, one of the biggest reasons we chose to live in Mountain View was because we could commute to work via bike.

Biking is a way of life for us and many residents in the area. We are experienced cyclists and are fairly comfortable riding our bikes on the road. But we prefer biking on protected lanes and trail systems where we are removed from cars because it is 1) obviously safer, 2) we like nature, and 3) traffic, lights, road debris, distracted drivers etc are a safe distances away from us. Please consider these benefits, among the many others, as you make your decision.

Kind Regards,

Danielle & Patrick Glaser

Comment #: 538 **Name:** ChrisHlavka

Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Comments on 2015 study alignments

Comment:

Hi - I am a Los Altos resident living on Oak Avenue. My comments are:

I strongly favor the proposed class 2 bike paths on Truman Avenue, but note that Mountain View High School students, volunteers and staff have been opposed to taking parking away from the east side of Truman between Oak and Bryant Avenues. I have attend meetings at the school in past years & suggested that students park on the north side of Oak Avenue between Truman and Awalt avenues - they consider it too far away. I have written e-mail to the (now outgoing) superintendent about waiving student parking fees for underused slots on the east side of the lot - have not heard anything. The problem is complicated by band students who come at 7:00 AM for practice in the fall and want to park close to the music department on Truman. Maybe things can change with a new superintendent and Mountain View council turnover?

I oppose taking away the class 2 bike lanes along the north Fremont to make room for the proposed class 1 path, and homeowners on street adjacent to the proposed class 1 path in the first SCT Feasibility Study strongly opposed the class 1 path. I suggest that instead that the class 2 bike lanes be retained, perhaps upgrading by widening them a little (maybe a foot) to calm traffic, and enhancing the striping to make it more noticeable - thus more protective. The most effective striping treatment would be green surfacing: turning the lanes where currently marked a solid green and areas in and adding green bars adjacent as through intersections (similar pattern a the yellow bars for crossings close to schools) to indicate the path of bicycles through the intersections as in a few places in Palo Alto near El Camino Real (W Meadow and Loma Verde). A less radical enhancement might be double striping (as along the bike lane on Fremont in Sunnyvale). I also recommend a foot path on the north side of Fremont for walkers. A minimal foot path next to the bike lanes can be created by trimming back edges and trees, and adding shrubs or trees to gaps in the greenery along the fences next to property owners' back yards. A more formal path would be "paved" with gravel or decomposed granite (as along Edith Avenue), and would prevent weeds in areas not covered with leaves or tree needles (e.g. corners).

I like the idea of creating trail development to help trail users cross 280. It will be expensive but worth it to maximize trail development similar to existing SCT and help cyclists like me avoid the killer hills on Stevens Creek Boulevard and Foothill expressway.

Comment #: 539 **Name:** Heather Simonsen

Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Remove Fallen Leaf Lane from Consideration as part of the Stevens Creek Trail!!

Comment:

Representatives,

I purchased my home on Fallen Leaf Lane in 2001 and have been a tax-paying resident here ever since. I respectfully request that you vote against any proposal to use Fallen Leaf Lane as part of the Stevens Creek Trail.

It is your duty to bring as much transparency as possible to this topic, to represent my interests as part of your constituency, and to pro-actively inform the Study Group as to which routes are acceptable and which ones should not be considered.

There are several critical items I ask you to consider:

--None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

--None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

--There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

--Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

--Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I am growing increasingly concerned with the process being used to decide on this initiative, and the non-residential interests who are trying to force it through.

In times of financial hardship for public sector spending, it is unbelievable that the proposed staggering amount of money would be allocated to such an unnecessary, disruptive, unwanted and ecologically harmful project, whose only benefits accrue to a privileged, non-locally residential sports society. I am highly concerned about the lack of consideration for those taxpayers in the neighborhood whose homes and lives will be impacted, yet they themselves cannot ride bikes or use the trail due to age, physical disability or injury. What about their voices?

Personally, I have given back to the community as a volunteer music instructor at our local public school (a necessity due to funding cuts), a volunteer with our local Girl Scouts troop, a volunteer Board member for a local children's arts organization (another necessity due to funding cuts as the arts are sorely lacking in our public schools) and of thousands of dollars in donations. It truly is baffling to me that we are even talking about spending so much money for this project when there are so many other areas that need funding that will benefit far more people.

I hope more time, money and effort can be allocated to things the community agrees on, such as education, water usage and crime.

Regards,

Heather Simonsen

Comment #: 540 **Name:** Dr. Lawrence Ames
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: support for creekside extension of the Stevens Creek Trail
Comment:

Stevens Creek Trail Feasibility Study

Task Force Members,

I'm writing in support of continuing to have the Stevens Creek Trail as close to the creek as feasible. I appreciate that it may be impractical to follow the creek bank the entire way and that routing the trail onto quiet residential streets can provide an acceptable solution, but I urge you to aim to make the best trail that you can. Referring to Map 8 (copied below) from the report, I hope you can follow the blue line south to Fremont, then the dotted blue line along Fallen Leaf, and then the western dotted green line along Phar Lap Dr. straight into Blackberry Farm.

I recognize that it may take some time to get the full alignment, and other alternatives (e.g., the triangled blue line, or even the pink or yellow lines) would need to serve in the interim. However, unless you have the ultimate goal documented in the plans and on the map, it may never happen.

I speak from painful experience: I was on San Jose's 1985 Los Gatos Creek Trail Master Plan Task Force. Due to some minor mis-steps, it became impolitical to show a preferred connection between Meridian Ave. and Lincoln Avenue. We've waited over thirty years to close the gap in this popular trail, and just now we're trying to reopen the discussion as to possible alignments. If we had held out for the line on the map, we might have had a continuous trail from Lexington Reservoir to downtown San Jose by now, rather than having a detour on busy Meridian, Willow, and Lincoln.

I've been quite impressed at how successful the Stevens Creek Trail team has been! It's an amazing trail, with the bridge over CalTrain/Central Expwy, and the way it weaves thru the 85/237 interchange. I often point to the Stevens Creek Trail as an example of political will (to seek grants for funding the trail extensions) and of engineering solutions (e.g., how the trail is able to share an undercrossing with the freeway). I hope now you can take a lesson from us on the Los Gatos Creek Trail and be sure to "aim high" in your plans.

I have enjoyed riding the Stevens Creek Trail many times, and I hope it can be extended southward along the creek!

Best of luck!

~Larry
Dr. Lawrence Ames,

Comment #: 541 **Name:** Kristal Caidoy
Date: 6/8/2015 **Jurisdiction:** Milpitas **Supplemental Document:** No
Subject: SCT comment
Comment:

Hello city councils of Sunnyvale, Mountain View, and Los Altos,

I shop, socialize, read and bike in Mountain View, Sunnyvale and Los Altos. I have used other bike/ped paths in the county. For instance, Guadalupe River trail from Alviso to Almaden Quicksilver. There are a few gaps along the way, but it is achievable. I believe it is possible for Stevens Creek corridor to become Guadalupe River trail in the future.
I think it is important to have connecting corridors along Stevens Creek. It would provide recreational and mental benefits for Silicon Valley residents, who do not go out into nature or walk or bike on a regular basis.
I have taken the Stevens Creek trail from McClellan Rd to Stevens Creek. It is a nice path and it is wide enough for wildlife, people and bicyclists. The alignment options I support are: connection to I-280 overcrossing to Homestead Rd, then creek corridor and Bernardo paths to the bike/ped overpass on Heatherstone way.
The most pedestrian traffic I have felt on a bike/ped trail are: lunch breaks and weekends. I rarely see trash on the trails and some have nice parks with facilities.

My goal is to bike, walk, skate, or rollerblade on the bay trail from Stevens Creek to other bike/ped trails in Silicon Valley with friends and family.

Kristal Caidoy
Milpitas, Ca

Comment #: 542 **Name:** Dale Ozawa
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: bike route input
Comment:

Dear City Council,

I am a home owner on Caldwell Ct. and I oppose the proposed bike route on Belleville Way. The homes around Belleville Way only have 2 exits to leave there homes and it is impacted at times of the day. One end is West Valley Elementary School with parents dropping off and picking up there children and the other end is impacted with the activation of the metering lights. Also Fremont Ave will be impacted more with the completion of the Stanford Cancer Facility. Furthermore with the homes selling for $1k per square foot, the value would go down as per the proposal there would be no and poor parking for guests and family members for the homes on Belleville Way and near by streets. Belleville Way at times is only 36.4 ft from gutter to gutter with service trucks barely passing each other when there were no cars parked on the street. So what would happen with permanent bike lanes on the street. This is why I am opposed to the bike route on Belleville Way. I have no real solution at this time but what about a bike path on the embankment of Highway 85. It would be above the traffic next to the sound wall and be an actual trail.

Concerned citizen,
Dale Ozawa

Comment #: 543 **Name:** Michael Eiger

Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: No Class 1 Trail Connector!

Comment:

Honorable Council Members

My name is Michael Eiger. I live at Fallen Leaf Lane in Los Altos. My family and I have lived here since 1996 and chose this area because of the quiet, semi-rural attributes of the neighborhood and proximity to good schools. On a beautiful Saturday morning in April, my 10 year old son, Alex and I set out on bicycle to visit the boat house at Shoreline. We bicycled down Fallen Leaf to Fremont, crossed the road and continued on Fremont to Truman, took Truman to Bryant and weaved our way to Sleeper ave where we got on the Stevens Creek Trail. We then enjoyed a class 1 trail experience through the scenic open space areas in Mountain View, crossing the major through fares of El Camino, 237, Evelyn and 101 on the bridges separating trail users from interactions with cars and intersections. We had a wonderful time and enjoyed both the Class 1 experience as well as the residential street portion of our journey.

My position is very clear. If open space bordered Stevens Creek all the way between Sleeper Ave and Blackberry Farm, a class 1 trail experience would be viable and welcome. The fact is, however, that there is no open space in Los Altos and Sunnyvale between Fremont Road and Stevens Creek Blvd. Any type of a Class 1 trail experience in this area is just not possible. I thoroughly support the Citizens for Responsible Trail Platform which encourages responsible improvements to our community thoroughfares provided they are:

- Fiscally Responsible
- Utilize existing Infrastructure
- Minimize impact to neighborhoods
- Improve resident safety

I additionally would like to ensure that you consider the following points in the assessment of the Stevens Creek Trail Feasibility Study that was recently published:

- None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

- None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

- There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

- Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

- Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In summary, converting any residential streets in Los Altos, Sunnyvale or Cupertino into a class 1 trail experience would require much cost, would increase safety risks and dramatically change the character of our residential neighborhoods. As Alex and I demonstrated in our adventure last month, we can have a wonderful bicycle ride and trail experience today, utilizing existing bike paths and infrastructure.

Thank you for your careful attention of the points raised in this statement.

Regards,

Michael Eiger

Proud and Concerned Los Altos Resident

Comment #: 544 **Name:** Ken Anderson
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom it May Concern,

My family and I frequently use the Stevens Creek Trail as a safe and beautiful alternative to city streets. I am particularly interested in Study segment 1 as we access the trail at Heatherstone Avenue currently.

Thank you and please move forward with these important infrastructure improments.

Ken Anderson
Project Engineer

Comment #: 545 **Name:** Vivian Wong
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Concerns about the Stevens Creek Trail proposal
Comment:

I am a resident in the Los Altos area. I am writing the email to express my concern about the tentative proposals regarding the Stevens Creek Trail extension.

My concern directly related to one of the proposal regarding Fallen Leaf Lane.
I am a working Mom. My commute involve turning on to Fremont Ave from Fallen Leaf or vice visa. The section is already very congested, adding the bicycle trail will be problematic to the commute, and also introduce more accidents in the area.

Also, Fallen Leaf Lane is a residential street. People (old folks and kids) walk and bicycle on the street all the time. School bus pick up and drop off students in the neighborhood and kids walk back home. My son walks between the school and home every day on Fallen Leaf Lane. The proposal to widen the street to add a bicycle lane and allow more traffic on the street will definitely destroy the existing environment with many trees, but more importantly, will make the street unsafe for the kids to walk.

I ask the question, why the city council do not consider using the existing infrastructure for the Stevens Creek Trail extension and minimize the new impact to the existing environment? I believe utilizing Mary Avenue or Grant Road will be the best solution to bridge the gaps in the Stevens Creek trail system for bicyclists.

Vivian Wong

Comment #: 546 **Name:** Connie Mariottini
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: SCTrail comment
Comment:

I do not support a trail along the SCT from Heatherstone along Hwy. 85 to Fremont Ave. and surface streets or pedestrian bridges towards Homestead ave. and further.

I would support using any transportation funds from Federal, local funds available to improve the surface streets from Heatherstone to Bernardo or other streets to Remington Ave. to Mary Ave. and up Mary to Homestead H.S. and the stunning pedestrian bridge over Hwy. 280 to DeAnza College. Improvements to the bicycle lanes would be delineated w/ the new green color now commonly used and the striping. This CONNECTOR ROUTE is for the benefit of many more people. Children & adults going to school, people going to grocery stores, medical offices, restaurants, etc. all would be found along this route. The density of private residences along SC from Heatherstone to Cupertino trail does not compare to the existing trail in Mountain View which consists of more Hwy. 85 freeway alignment,commercial businesses, some apartments and predominantly large office campuses...the cities involved should use this opportunity to build new, safer pedestrian/bicycle lanes to many areas throughout. The intersections of Fremont Ave./Hwy. 85/Grant Road are so extremely congested during commute times, I would never want to have young children on bicycles, strollers w/ babies and parents, grandparents and commuters in that area. Often the Emergency Medical Transports, cars used for schools, medical employees, patients, etc. are on Fremont in that area.

I would recommend the major funds for the SCT be utilized to build a pedestrian bridge from DeAnza College area over Hwy. 85 towards the surface streets to the current Cupertino SCTrail.

Thank you for your attention to this important decision.

Connie Mariottini
Los Altos

Comment #: 547 **Name:** John McCall
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please support the Stevens Creek Trail
Comment:

To Whom It May Concern,

I am writing to express my support for extending the Stevens Creek Trail from Mountain View to Cupertino. The proposed extension is an opportunity to make a real positive change in our local communities and our world. As a cyclist and environmentalist I am acutely aware of the need for more viable alternatives to driving in the South Bay. Furthermore, public access to nature makes communities safer, healthier, more beautiful, and generally better places to live.

While I believe strongly that any trail is better than none, I hope you will choose an alignment that maximizes both natural beauty and traffic separation between trail users - pedestrian or cyclist - and cars. I believe both of these goals are worthwhile investments.

Thank you for your consideration.

Sincerely,
John McCall
Sunnyvale, CA

Comment #: 548 **Name:** Anita Herrmann
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Feasibility Study
Comment:

I support expanding the Steven's Creek Trail through Sunnyvale

Anita Herrmann

Comment #: 549 **Name:** Scott Barry
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Regarding Stevens Creek Trail Connected Vision public input
Comment:

Hello,

I am in favor of the option to develop as much of the Stevens Creek Trail as possible, to minimize road detours, and to use 8 to 80 infrastructure for all road detours. However I am less polarized than most, and would like to help with the process of addressing concerns.

It seems unlikely that there are really dozens of different reasons for objecting to the trail and the associated improved road infrastructure, as have been reported, and more likely that there is an underlying theme. From the opposition's comments, it appears that there is a lot of uncertainty and worry over what kind of of people will be coming to the area to use the trail. Maybe this is the real issue? Particularly the issue of crime is often raised, even though this has been refuted.

In order to respond to this concern, does any demographic data exist for creek or multi-use trails in the south bay, or bay area? Maybe there was a survey at one time that gathered some demographic data such as age, purpose of using the trail, occupation, approximate income, approximate distance of residence from trail, method of arriving at the trail, etc. Some of this data could then be compared to the local demographics.

My own anecdotal observation is that trails are used mostly by a combination of...(1) families with small kids, (2) the elderly going on walks, (3) young professional for commuting and exercise, and (4) people who want to ride bikes but are not comfortable on the road yet (multi-use trails acting as a gateway drug to road cycling).

I would suggest that trail users are and will be mostly local, and not coming from far away. The trail users are simply the nearby neighbors of the opposition, with similar demographics, and the same people already walking and driving through the neighborhoods already. As you move further away from the trail, there are other creek trails that would be preferred, as many like to use trails near them.

I just could not find any local data to support this with real numbers. I found some demographic studies from other areas, but even those did not ask the right questions and appeared to have different goals for the data collection. I suggest that we should be data based, or lets get the data, and avoid decisions based on fear and uncertainty.

Also I recommend taking into account the Governor's recent new aggressive Carbon Emission goals, and noting that the Napa County Climate Action Plan indicates that infrastructure which encourages biking, bike commuting, along with traffic calming measures are the very top methods for reducing carbon emissions and achieving Carbon Emission goals. I would suggest that we need to have a very long term outlook when planning to meet these goals, which may only become more aggressive, going the extra mile and using newer more innovative road infrastructure, rather than falling behind and having to update the infrastructure later on.
file:///C:/Users/Au%20Pair/Downloads/CAP_March_2012_Final_Track.pdf

Thanks

Scott Barry
Stevens Creek Trail User

Comment #: 550 **Name:** Francis de Guzman
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail from the Bay Trail to the Ridge Trail
Comment:

We want a safe and beautiful Stevens Creek Trail from the Bay Trail to the Ridge Trail, please see email in favor of a real trail connecting Mountain View to Cupertino.
Regards,
Francis de Guzman

Comment #: 551 **Name:** Sergio Gomez
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please connect the trail
Comment:

To whom this may concern.
Please, please connect the trail from Mountain View to Cupertino. I am a homeowner in Sunnyvale, and I think it would benefit all the surrounding cities.
Sincerely

Sergio Gomez

Comment #: 552 **Name:** Scott Trappe
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Please pick a road-separated, close to the creek path for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members and Council Members,

I lived in Mountain View for 10 years and now in Los Altos for 9. The Stevens Creek Trail is one of the greatest assets we have in this area. My kids and I began riding our bikes on the trail when there were just a few segments open from the bay upstream. Each time a new reach opened we would explore it with great excitement and a sense of discovery. As they got older, the greater distances they could ride on the trail became a source of pride and accomplishment. Even though my kids are now teenagers, my daughter (a sophomore at Mt. View High) rides her bike on the trail with her friends to go to Castro St. for a snack after school. I feel better knowing that because of the trail she can avoid most busy streets and dangerous intersections.

When I am looking to find a breather or a simple change of scene, my first choice is to ride the Stevens Creek Trail from the Sleeper Ave. trailhead to Shoreline Park. I cannot overemphasize how much I prefer the Stevens Creek Trail to riding on conventional bike paths on city streets. Being surrounded by living things, hearing bird calls instead of cars and the noise of the city is what makes it so special.

For the trail segment from Dale/Heatherstone to Fremont Ave., I strongly urge you to choose a route along the creek. This will ensure continuity with the beautiful setting the trail has through Mountain View, and can only increase its use and utility. Having a trail connector overpass at Mtn. View High School would be ideal, but any access from Fremont. Ave. would be great. I frequently ride my bike from Los Altos into Sunnyvale along Fremont Ave. and the only intersection I get nervous at is between Fremont and Hwy. 85. For that reason, if you choose the alignment with the trail undercrossing Hwy. 85 to Fremont. Ave, I urge you to choose either the Belleville or Fallen Leaf Lane alignments to continue south, so riders do not have to navigate that intersection. I also think that either of these quiet residential streets is more pleasant to ride alongside than a soundwall (the Bernardo Ave. alignment). I also have seen how bad the congestion is at Cupertino Middle school so just adding bike lanes along Bernardo (without creating a separate path) I think is too dangerous.

Finally, I do not like riding on Foothill Expressway, even with the current wide bike lanes because I have seen when traffic starts to back up cars moving over into the bike lanes and racing to make a turn at the next intersection. Hence, I would prefer the route go to Mary and cross I-280 at the existing bike/ped bridge. I like the idea of another bike/ped bridge where proposed, but that seems unlikely to happen for a decade or more.

Thanks very much for your consideration,

Scott Trappe
Los Altos

Comment #: 553 **Name:** Qiao Ma
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek bike trail
Comment:

I am a active bicyclist in Santa Clara County. I strongly discourage running bike routes near residential areas like Phar Lap and Mann. Cars can back out of homes and driveway and hit bicycles on the road. I personally prefer existing bike lanes on Foothill. Thank you for your consideration.

Sam

Comment #: 554 **Name:** Ross Lappin
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Desired routes
Comment:

Adding bike lanes to surface streets is inherently dangerous

Fremont to Grant to foothill makes sense

Sent from my hi tech thingy

Comment #: 555 **Name:** Ann Perri
Date: 6/8/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Opposed to Bike Trail on Residential Streets!!
Comment:

To Whom It May Concern:

As a long time resident of South Los Altos, I am opposed of the Bike Trail going thru any residential streets in my neighborhood!

I am not opposed to the Bile Trail, just NOT having it on Fallenleaf Lane or Newcastle Drive. I am also against the trail on Bellville or Bernardo in Sunnyvale as well. I think the Bike Trail could continue West on Fremont Avenue and turn south on to Grant Road.

Please don't ruin our neighborhood(s) by altering and ruining our residential streets, and also create traffic!

Why not provide a Shuttle service available from the end of the MV portion of the Bike Trail? It would take bikers to a trail on the other side of 85 in Cupertino. A Bike Trail could be added there at a designated place (I.e., the road parallel to the West side of DeAnza College?). And, from there, the Bike Trail would continue to Blackberry Farm -- the end of the Bike Trail!

Please consider my reasons for opposition to the Bike Trail on Residential streets in LA or SV, and the other options I have suggested.

Thank you!

Ann Perri

Sent from my iPhone

Comment #: 556 **Name:** RIchard Fancher
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven Creek Trail
Comment:

Elected Representatives;

The Steven Creek Trail must leave the creek and use existing paved streets to connect between Fremont and Homestead. I urge you to avoid the extent possible residential streets. Los Altos tries to keep thru auto traffic off neighborhood streets and should have the same approach for those passing through on the Stevens Creek Trail

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for your consideration

RIchard Fancher

Comment #: 557 **Name:** Alex Anderson
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail comments
Comment:

Please extend the trail in some manner. I do almost all my trips by bike and the trail is a useful resource but where it ends as I'm traveling south is very inconvenient. I need to do a convoluted route on the roads through Sunnyvale and Cupertino so some better plan for a direct route would be appreciated. Please make traffic separated bike lanes if possible as these are safest but if you can only put in bike lanes please do that and please designate bicycle boulevards so the routes are easy to find and car drivers know we are on the road.

Bicycling in this valley as a commuter and shopper should be ideal with the flat terrain and great weather but the infrastructure is setup for cars and needs to be improved dramatically for cyclists.

Thanks,

Alex Anderson
Mountain View

Comment #: 558 **Name:** Blaine Flickner
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Los Altos
Comment:

City Council Members

City Council Members,
As a Los Altos resident of over a decade I feel this is our home and am very disturbed to find that there is even a chance a trail may be cut through the street of our quiet neighborhood. Safety, construction any more strangers are all concern of mine.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for taking the time to read and consider our thoughts and feelings as home owners in this area. The trail is not welcome down our street in our neighborhood.

Blaine Flickner

Comment #: 559 **Name:** Tom Winant
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments Pertaining to the Stevens Creek Trail Feasibility Study for Tonights Community Meeting
Comment:

To the Study Group,
Having reviewed your excellent report I wish to address a suggestion for its improvement due to some apparently overlooked facts about very recent infrastructure improvements.
My presentation is under two minutes. If you wish to read ahead, please see the attachment.

Very Respectfully,
Tom Winant

Comment #: 560 **Name:** Joseph D. White
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

To the Trail Working Group
I have been a resident in the Oakdell Ranch subdivision since 1965. I would like to protest most vigorously against the consideration of a transit bike route to Phar Lap/Mann Drive.
The ridiculous suggestion of another bridge over I-280 at an estimated cost of $40 million is extremely costly and shows very irresponsible planning. It would also increase the already burdensome property taxes in our area.
It seems obvious to me that to facilitate a safer ride for cyclists, improvements should be made to the existing bike bridge, which would obviously be less costly and much safer.
Since I am disabled, I will be unable to attend the public meeting on June 8th, to speak out personally against this nonsense!

A concerned resident

Joseph D. White

Comment #: 561 **Name:** Winona Hubbard
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please support the SCTrail REAL trail extension
Comment:

To whom it may concern,

Please support our community's health by supporting a REAL trail for the extension of the Stevens Creek Trail from Mountain View to Cupertino. A "trail" means SEPARATE from cars. This allows walkers and cyclists to get some exercise in a safe manner and free from worry.

As we have seen with the current trail and at similar facilities all over the country, infrastructure like this increases the amount of walking and cycling local people do and improves the community in numerous ways.

Thanks for listening,
Winona Hubbard
Mountain View

Comment #: 562 **Name:** Dan Garcia
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Bike Trail
Comment:

Please find an alternate route for the Stevens Creek bike trail as we do not need to spend millions of dollars on bridges, cutting down trees, ruining yards for something that is being accomplished and has been for years! Use Mary, it has markings and a "newer" bridge. The neighborhood is quiet and fairly safe and we don't need the people from other towns and cities randomly parking and riding their bicycles through our streets. Also, I don't believe it would be safe for the bicyclists with all the elderly residents who drive through the neighborhood on a daily basis.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Again, please use Mary and save some tax dollars!!

Dan Garcia

Comment #: 563 **Name:** Tom Winant
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Corrected Copy Comments Pertaining to the Stevens Creek Trail Feasibility Study
Comment:

To members of the Study Group.
Please accept the corrected copy of my presentation for tonight's meeting. The correction is in the title of the paper which is "Comments Pertaining to the Stevens Creek Trail Feasibility Study", and the last sentence. It is under 2 minutes in length

Very Respectfully,
Tom Winant

Comment #: 564 **Name:** Imran Qureshi
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: The Stevens Creek Trail Four Cities Joint Feasibility Study
Comment:

I believe its a noble cause to connect the ocean to the Bay via the Steven creek trail. Although, how noble it may be, the implementation of it through residential streets is ludicrous. First, we should stop calling the Bicycle route a trail through the residential streets a 'Trail', it certainly cant be a trail as its not protected and would have to be fully downgraded to a Bicycle lane.

My focus is on the Bike lane going through residential streets and specifically referring to the section in the feasibility study 'Access from the Open Space to Fremont Avenue, the proposed Fallen Leaf path.

I walk along the the proposed fallen leaf path on a daily basis, and it serves its purpose of letting the residents of Fallen leaf and the streets around it access fremont and Homestead roads. I have seen cars taking about 4-5 minutes trying to merge into Fremont and homestead because both these roads are choked during morning and evening rush hour. Looking at the amount of traffic that goes through Fallen leaf lane, I don't think its a good idea to add more bicycle traffic to the mix that goes through it.

The Second issue is that public use land will be used to create the bike lane. First, it'll be too close to people's garages and secondly, it'll cross many driveways increasing the probability of accidents. I dont know of a single city in the world that has created a bike lane that crosses peoples driveways and puts the lives of their citizens in jeopardy.

I am in favor of creating a Bicycle trail along Fremont - Grant road that'll be protected and can be actually be called a Trail.

I'll be grateful if the city councils of Sunnyvale, Cupertino, Los Altos and Mountain view were to look at the study report pragmatically and exclude the option of a Bicycle lane going through residential streets. The creek is too far to give a bicyclist the experience of being next to the creek.

Thanks and Regards,

Imran

Comment #: 565 **Name:** Liya Su
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support Stevens Creek Trail: CREEK CORRIDOR PATH TO CITY STREETS
Comment:

Dear Staff, Working Group Members, and Council Members,

We are Sunnyvale residents. We bike to schools, work, parks often. We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like both following proposed trail routes: CREEK CORRIDOR/BERNARDO AVENUE PATH and CREEK CORRIDOR PATH TO CITY STREETS.

The best choice would be CREEK CORRIDOR PATH TO CITY STREETS option with Connecting to I-280 Overcrossing. With this choice, we can use the whole creek corridor path and keep Bernardo street alone.

Thank you for your consideration.
Sincerely,
Liya Su
Sunnyale.

Comment #: 566 **Name:** Elisabeth Stitt
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extention
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting. We have really enjoyed being able to get on the trail at Sleeper and ride to the train. One summer my daughter worked as a counselor at Lake Shoreline and was able to ride her bike out there every day. No way would I have let her ride her bike all that way on city streets every day. Even though she is very responsible, the risk would just be too great—especially when competing with cars trying to get to Google in the mornings.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:
<name your routes if any, otherwise you can delete this paragraph>

Thank you for your consideration.

Sincerely,
Elisabeth Stitt
Mountain View

Comment #: 567 **Name:** Julie Self
Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens Creek Trail Extention
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting. The trail has provided a fun and safe way for our family to spend time together while staying active. My mother and I often go sailing at shoreline lake, and it is extremely convenient to be able to ride out there without having to worry about traffic. The overpass across HWY 85 also allowed us to play tennis with our friends without having to drive.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Sincerely,
Julie Self
Mountain View

Comment #: 568 **Name:** Francois Moya
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Extension of the SC trail by bycicle ways
Comment:

To the RESPONSIBLE representatives

Beside the unequivocal problems mentioned below, I want to raise my concern about the desire of few to impose the implementation of a plan which moneys could serve much more responsively the city.
Don't we have more urgent and important needs to feed and provide lodging the hungry and homeless ? Can't we use these millions to alleviate and prepare for future droughts? Can we improve the quality of our water? Are our schools, police, fire-departments less important that a bicycle way among a destroyed neighborhood??
Can't we improve the flow of cars and students AROUND the schools, not 2 miles away

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here. It furthermore decrease considerably the access for ambulances, firetrucks, police cars ... for the concerned residents

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Le traffics lights placed in front of Trader Joe on Homestead Rd is a disaster that brings congestion instead of alleviating the circulation. It is the same for the red meter regulating cars at the entrance of HW85. It creates an uninterrupted line of cars on Freemont Avenue up to Foothill EXW. It doesnot take months of feasibility study to live it.
.
Please, be responsible, listen to the people that have to use these streets every day and leave there and not only a few bicyclists on week ends that will use these paths a few hours at most and leave. Stop immediately to spend money on endless studies that have been already done. Anything else is pure and disgusting selfishness.

Francois Moya

Comment #: 569 **Name:** Mrs. Sharon Olmsted
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: FallenLeaf Lane
Comment:

Dear Sirs,

I am assuming when you do pick a street that both sides will be used, as people do make a return trip home.

Fallen Leaf Lane is a poor choice for the Stevens Creek Trail options because of the way the street is configured and because of the PG&E power transmission lines near Homestead Road. The structure base on one causes the road to circle around it while the other one limits the road size. I can't imagine that the room exists for side walks, bicycle trails and cars.

The Belleville street is better because of the existing sidewalks. I would not recommend the Bernardo Ave because of the school and proximity to the freeway. The Fremont Ave route is my choice because it already exists and seems like a nice bicycle trail.

I can't imagine most people wanting additional bicyclists riding in their neighborhood because of their previous experience with them. As to the people who think their little Susie or Johnny will be safer with designated bicycle lanes - it doesn't work that way. Los Altos does not have sidewalks plus many people park in the street and leave the trash cans out on garbage day.

Sincerely,

Mrs. Sharon Olmsted
Los Altos, CA 94024

PS
I used to walk with my walking partner on that stretch of Fallen Leaf Lane but never realized it was part of Fallen Leaf Lane till the 3 June 2015 article and map appeared in the Los Altos Town Crier. It was probably the most dangerous area to walk in my part of Los Altos but worth it because of the grade.

Comment #: 570 **Name:** Ling Chen, Chung Y. Shih, Michael Shih, Kelley Shih, Hsiu Hua Chen
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Oppose- Stevens Creek Trail in the residential neighborhood of Phar Lap
Comment:

We strongly oppose the Stevens Creek Trail in the residential neighborhood of Phar Lap for the following concerns-
Greatly increased traffic and parking in the residential area, not built to support public access
Safety
Noise
Lower real estate value

Thanks for your consideration,
Ling Chen,
Chung Y. Shih,
Michael Shih,
Kelley Shih,
Hsiu Hua Chen

Resident of Cupertino, CA 95014

Comment #: 571 **Name:** Don Nolan
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Subject: Stevens Creek Trail

Dear Council Member:

Please do not approve any of the proposed alternatives for the continuation of subject trail. It is clear that the hope for an open, unimpeded nature like "trail" worthy of the name is not feasible for many reasons. Although not recognized/accepted that fact has resolved the real issue down to arguments for some sort of connector route via residential areas and on busy streets. The original wants simply cannot be satisfied but the beat goes on even for a consolation prize to connect point A to point B.

I am a long term resident of the west Sunnyvale area and have seen this issue come up several times over the past 50+ years with the same results. The demands are made by a very small vocal minority of our population and possibly bikers from surrounding areas. They sincerely believe bike riders and hikers have certain entitlements. To demonstrate support for trails they also recruit many sincere well meaning people who think trails and parks are nice, but who in reality would never step foot on one.

I believe that attempting to establish neighborhood routes is at very minimum intrusive, invasive and unfair to the residents and that bike routes such as Bernardo or Mary will interfere with the already existing heavy traffic. Surface access to trail entrance/exit points already exists and people now seem to find their way (on the streets, by car, bike, and foot, by the way) to where they want to go. Dedicated routes seem unnecessary and to not really satisfy any need. I recommend that the current options be rejected.

Should some special consideration be given to the relatively small percentage of our population that use or would use the trail it might be to initiate a small study effort to evaluate establishing a periodic bus/shuttle/tram type service from points such as Sleeper Ave. to Stevens Creek at the Blackberry Farm area. It could carry people and bikes safely along Grant, Central, Foothill, and Stevens Creek. This would keep folks off the unsafe streets, out of the neighborhoods, and be relatively cheap with little or no capitol expenditure. Access points could be added and it could run on any frequency desired. It could be provided by city or county transportation services subsidized on a joint cities agreement. Google might offer a spare bus. All in all, given an open mind and a little out of the box thinking, this could solve a long standing issue. Even retirement homes and Disneyland use them!

Thanks,
Don Nolan
Sunnyvale,

Comment #: 572 **Name:** Eve Castles
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

We are asking that the bike portion of the Stevens Creek trail be routed via Stevens Creek to the Mary Bridge. By improving our bike lanes on Stevens Creek and Foothill, you will have additional bikers who feel safe to drive to locations near Whole Foods, etc., rather than driving.

Routing down Phar Lap and Mann Drive are not safe options as we are already faced with bikers, pedestrians and cars and have a number of driveways/intersections which have limited visibility.

Thank you!

Eve

Eve Castles

Comment #: 573 **Name:** Camie Hackson
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Feasability Study
Comment:

My name is Camie Hackson. I have lived in Sunnyvale for more than 20 years and my house backs onto Stevens Creek. I enjoy the Stevens Creek Trail for biking to work.

I have been active in the effort to extend the trail since 2009 and I have attended most the public meetings on this topic. I am a member of the Citizens Working Group, but I write from my personal perspective today.

I have two points I would like to make tonight:

A "trail" means no cars
It is time to change the nature of the conversation about the Stevens Creek Trail

First, a trail means no cars. No intersections with cars, no driveways with cars. A painted line on asphalt does not define a trail. It is simply a matter of safety. Everyone makes mistakes including bicyclists. When the mistake occurs between a car and a bicyclist the result can be devastating for the bicyclist.

This is about setting safety expectations and truth in marketing. Please, do not put the name Stevens Creek Trail on any alignment that is not a class 1 physically separated trail.

My second point is that it is now time to change the nature of the conversation we are having about the Stevens Creek Trail. There is one thing that this study makes abundantly clear - without imminent domain it is not feasible to complete the 2 Stevens Creek Trail Segments with a class 1"trail" alignment. I know this may be hard to accept after more than 40 years of dreaming, but it is simply the facts.

Please complete the Stevens Creek Trail Segments as far as possible as a class 1 alignment. Then change the public conversation. Change the goal. Change the vision. Change the problem to how we help the various neighborhoods safely gain access to the amazing trail segments that we have built.

We should stop talking about running a "trail" (that is not actually a trail) through quiet neighborhoods. And instead start talking about how to connect to the safe and amazing Stevens Creek Trails.

So please remember a trail means no cars.

Thanks,
Camie Hackson

Comment #: 574 **Name:** Forrest Reiling

Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Please Choose a Reasonable Compromise when Extending Stevens Creek Trail

Comment:

First off, I would like to thank everyone involved for the enormous amount of effort that has gone into the feasibility study and the community discussion forums.

I think its clear that the core conflict on this issue is the balance between the desire to separate cyclists from motorists to reduce safety concerns and the desire of residents to keep the bike corridor out of their neighborhoods also due to safety concerns. In light of this, it seems that the optimal alignment is one that maximizes separation of cyclists and motorists, and minimizes impact on residential areas. Looking over the alignment options provided by this feasibility study, I would say that the best available compromise is the creek corridor and Bernardo alignment, crossing I-280 on a dedicated, grade-separated crossing west of the 280/85 interchange. It would avoid the significant resistance coming from the Fallen Leaf community, and appears to be the the route which maximizes separation of cyclists and pedestrians from motorists, as well as being the most direct route and costing significantly less than the Fallen Leaf alignment. Connecting the 280 crossing to the Blackberry Farm golf course requires some interactions with neighborhood streets along Pharlap drive, but this segment is both significantly shorter than the Fallen Leaf segment and does not appear to have an alternative which does not pass through neighborhood areas. Given these factors, the Creek Corridor and Bernardo alignment seems the clear choice of those presented.

As a relatively new resident of Sunnyvale, I am in awe that this group of communities has gotten together and built up enough momentum to pursue something as complex as extending the Stevens Creek Trail south of the major freeways that currently separate its southern terminus from the beautiful recreation areas south of Silicon Valley. Connecting the current trail system throughout the northern part of silicon valley to the Fremont Older and Rancho San Antonio open space preserves to the south would create a very large scale recreation and non-motorized transit system that would be highly valuable for generations to come.

I encourage the council to pursue an alignment which achieves a reasonable compromise between the demands of trail users and residents in order to move the project forward. Please remember that there is no reason why it will get easier to build this trail in the future, so it would be prudent to not let dissent from a few members of the community permanently prevent the community from building something that will be enormously valuable for generations to come.

Thank you,

Forrest Reiling

Comment #: 575 **Name:** Jaya & Jean-Luc Marce

Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Comments on Stevens Creek Trail feasibility study

Comment:

General comments:

Like many residents, we're most concerned about adding a class 3 bike trail on residential streets. This would increase the risk of accidents when residents back out of their driveways and cross the path of fast-moving bicycles. It'd also add significant inconvenience to residents and loss of property value if the new bike way causes a loss of street lane or on-street parking.

A secondary concern is the overall cost involved in this trail extension, although cost would presumably be shared between multiple cities.

Specific comments/questions:

On the Dale-to-Fremont segment, the Creek Corridor path is clearly the most attractive option. Main concern for us is cost. Is that cost borne primarily by Mountain View or shared with Sunnyvale?

For the rest of the alignment, all proposed options have serious drawbacks.

We feel the best compromise, and also among the least disruptive and cheapest options, is the partial corridor path to Mary Ave. It would use existing bike lanes on Remington Drive (which has low car traffic), planned bike lanes on Mary, and of course the existing Mary bridge over 280. Main drawback is the Steven Creek part from Mary Ave to Blackberry Farms, in particular the very busy crossing over the 85 interchange. We feel this part of the path should be explored further. For instance, why not consider a new pedestrian bridge over 85 from Mary Ave to Fitzgerald Ave that would bypass the most problematic area on Stevens Creek? It'd cost some, but likely less so than the other proposals.

Our second preference would be the Creek Corridor / Bernardo Ave / Maxine Ave / Madera Dr / Phar Lap Dr path. It removes a driving lane on Bernardo avenue, but this is the least disruptive of all new proposed bike ways as at least the trail path would not cross residents' driveways and it provides a separate class 1 path between Fremont Ave and Homestead. We assume this path could use the existing footpath on the side of the Homestead 76 gas station that connects to Homestead. One potential issue is how the trail would cross Homestead to Maxine; this part of Homestead Rd is busy and not trail-friendly. Another big concern is the cost of building yet another pedestrian bridge over 280 while the costly Mary bridge is clearly underused. It's also imposing new bike lanes/greenways on residential streets Maxine Ave, Madera Dr and Phar Lap Dr, which will significantly impact their residents. Then there's the smaller issue of crossing a rather busy Stevens Creek Blvd at Phar Lap Dr.

We are opposed to options involving Fall Leaf Ln, Belleville Way, or Bedford Ave, as the path through Bernardo Ave meets the same requirement (going from Fremont Ave to Homestead Ave) with fewer residents impacted and much less disruption to those residents.

As for the Fremont Ave / Grant Rd / Foothill Rd / Stevens Creeks path, the first part (Fremont Ave and Grant Rd) would be fine, but the rest would be much too unfriendly as a pedestrian/bike trail. We would not recommend this option.

Looking forward:

We're curious to know what the future plans are to connect the trail from McClellan south to Stevens Creeks Reservoir.

Regards.

Comment #: 576 **Name:** Robert Greene

Date: 6/8/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No

Subject: Stevens Creek Trail extension

Comment:

I was the first speaker at the meeting held at the Mountain View Senior Center on June 8. Here I repeat most of my comments but I have added others.

I am a resident of Mountain View and I will be 69 years of age on June 19. I have one 'iffy' knee. As a result, biking on the Stevens Creek Trial and the bay trails to which it connects are virtually my entire form of exercise. I ride about one mile on surface streets to join and leave the trail. These are the least safe portions of my ride. I am a firm believer in extending the trail to meet its original vision of joining with the ridge trail in the mountains. I would like to see this vision adhere to the standards of the current trail in Mountain View, i.e., two opposing lanes, reasonably close to the creek, without crossing highways, driveways and streets at car level, and with as much natural setting as possible.

I like to think that others who are similar to me in age and condition but who live farther upstream would like to have these benefits as well.

I did not comment on the specifics of the proposed feasible routes since I had not studied the draft report.

Listening to the other speakers has made me to take a more in-depth view.

1.) Bike lanes on surface streets do not a "bike trail" make. And even secluded dedicated lanes do not always make for a superior bike trail. For example, the San Tomas Creek Trail is great from an engineering perspective, but it lacks character. The current Stevens Creek Trail is far superior.

2.) The goal of using existing infrastructure is okay from a cost perspective, but it falls short of what may be possible. For example, the Guadalupe River Trail benefited from a lot of public and quasi-public land and it does use some existing infrastructure. But what makes it work was the investment in underpasses below major highways and surface arteries. I bet this was where most of the cost lay. One of the things that makes the existing portion of the Stevens Creek Trail work is the investment in underpasses and overpasses.

3.) The current portion of Stevens Creek Trail is heavily used enough to have easily justified the investment. If you don't believe me, ride the trail yourself any weekday morning between 7 and 9:30 AM. Saturdays, they start later. And as reported, the traffic includes joggers, walkers, strollers, skate boarders, etc.

Recommendations

A. It is past time to extend Stevens Creek Trail into Cupertino. Current attempts to extend Stevens Creek Trail are dictating a compromise from the basic vision. The fact that it is a compromise must be recognized. But this approach should move ahead regardless. Compromise portions should be considered "temporary".

B. But I have come to agree with many of the speakers, that only a "class 1 trail" deserves the name Steven Creek trail. Therefore, wherever you can now, extend with "class 1" standards.

C. In those other locations, consider the work a temporary fix and plan to provide an alternate "class 1" solution later. You might label these neighborhood and service street approaches "Stevens Creek Trail Bypass".

D. Send the feasibly task force back to committee and develop an alternative based on the assumption of eminent domain and added cooperation from the water district, the power line companies, and CalTrans.

E. Apparently, a missing element to completing a full class 1 trail is the lack of eminent domain. Push for this and additional county and state funds to make the vision a reality.

Thank you for consideration.

Bob Greene

Comment #: 577 **Name:** James Takasugi
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail - Maximize Trail Option
Comment:

We have lived on Heatherstone Avenue in Sunnyvale for 31 years and enjoy cycling for transportation, leisure and health. We particularly appreciate the Stevens Creek Trail which meet all these purposes, and consider enhancing pedestrian and cycling infrastructure one of the critical characteristics that improve the quality of our neighborhood.

As for trail alignment options, we support the Maximize Trail Option.

Regards,
James Takasugi

Comment #: 578 **Name:** Kevin Jackson
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Notes on feasibility study
Comment:

Dear SCT Working Team members,

I am very encouraged by the excellent job you have done on the SCT feasibility study up to this point. You have identified several very good options for completing the trail which meet the specified criteria.

However, there are a couple of recurring themes in the public comments that I believe should be viewed with considerable skepticism as you finalize the report. The first is that where a creek alignment is not possible, the trail should be routed on busy streets rather than quiet ones (that the speakers just happen to live on) for the safety of trail users.

Nobody likes cycling on busy streets, even though experienced utility riders will often use them for the same reason motorists do - they provide direct, continuous routes that allow travelers to make the best use of their time. But routing the SCT onto busy streets turns this logic on its head, imposing upon cyclists all the dangers and drawbacks of heavy motor vehicle traffic while forcing them to take a longer, more circuitous route. Quiet streets are not as good as a separated creekside trail, but they are far superior to busy streets in every respect. Acquiescing to the irrational fears of residents will alienate a large portion of the potential user group.

Another related theme is that the Mary bike/ped bridge should be used as the one and only crossing of I-280. This suggestion is also poorly thought out because it would require a diversion of over half a mile on each side of the freeway, using roads with heavy motor vehicle traffic (particularly on the Cupertino side). This bridge was built in order to close a gap in a major regional bike commute route to the employment centers of north Sunnyvale, and was never intended to connect the Stevens Creek Trail. Imagine the response you would get from motorists if you closed any of the numerous I-280 crossings they have available, and tried to placate them by saying they could just divert a half mile or so to use another one. I guarantee their reaction would not be described as cheerful cooperation.

I have not studied all of the feasible routes in detail, but one that looks especially promising is the creek alignment for Segment 1 from Dale/Heatherstone to Fremont, then a bike/ped path to Homestead on Bernardo (converted to one-way motor vehicle travel) for Segment 2. This should not be a hardship for motorists since there are no less than six direct connections to Wright Avenue (1/4 mile east) on this one mile stretch, for those who wish to drive in the opposite direction (Fremont, Astoria, Cascade, The Dalles, Helena, and Homestead). For Segment 3 from Homestead to Stevens Creek Boulevard, any of the smaller streets with an additional I-280 overcrossing would be acceptable.

Thanks again for all your hard work!

Kevin Jackson
Sunnyvale

Comment #: 579 **Name:** Kevin Gregory
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SC trail extension
Comment:

Dear Staff, Working Group Members and Council Members,

As a long-time resident of Sunnyvale and frequent Stevens Creek Trail user I appreciate all your efforts to find ways to continue the growth of the trail beyond its current state. The most recent extension across 85 to Dale Ave has been a boon to Sunnyvale and other residents on the southern side of the 85 corridor. In the past month I have had the opportunity to use the trail regularly as a bike commuter to Moffett Field. Thank you so much for that.

Given the current potential extension routes on the table I would very much like to see the trail continue as much as possible along the actual Creek corridor. Extending it to Fremont Ave as a trail along the creek and next to 85 appears feasible and most preferable, and would continue the same experience one gets on the existing trail segments. This would also potentially open up new park area in Sunnyvale.

I understand the challenges of the Fremont-Homestead section and the preference would be, if at all possible, to continue along the creek. While there appear to be substantial hurdles to this option, I think the alternative plans for converting Bernardo Ave to a shared trail/one-way street corridor has the most appeal and would seem to have the least inconvenient aspects to residents of an affected street routing.

I would like to comment also on some of the input that was provided at the recent Cupertino public meeting. While I understand the logic, to some, with the Mary Ave bridge over 280, and while I have biked hundreds of times along Mary Ave, this option goes quite a ways away from the actual creek itself, and does not seem conducive, nor attractive, for most trail users (especially families with children). And while some individuals noted issues with driveways on their streets as a deterrent to placing the trail there, does not the same concern exist on Mary?

And while I am not fully familiar with potential options beyond Homestead Ave, I don't believe Foothill should be a consideration at all.

Thanks for your consideration and I look forward using new sections of the Trail in the years ahead,

Kevin Gregory
Sunnyvale

Comment #: 580 **Name:** Judith Roberto
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Extending the Stevens Creek Trail through Sunnyvale, Los Altos, Cupertino
Comment:

A decision to extend the Stevens Creek Trail through Sunnyvale, Los Altos, and Cupertino is extremely important, as bike lanes on busy streets would create an unsafe area in the trail... a "weak link" that would substantially lower it's safe use. I believe a safe and beautiful Stevens Creek Trail from the Bay Trail to the Ridge Trail is imperative. Extending the trail is a valuable investment in our community that will pay dividends for generations.

Judith Roberto

Comment #: 581 **Name:** Mark Taylor
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: SCT Comments
Comment:

To Whom It May Concern,

I'd like to express my following positions on the Steven Creek Trail.
I am supportive of the trail.
I am adamantly opposed to running the trail through neighborhoods for the following reasons:
There is no rational way to make a true trail that is separate from traffic in an existing neighborhood without significantly impacting that neighborhood. If the trail is not separated from traffic then is is not a trail.
In neighborhoods with houses on both sides of the street there is no way to avoid the threat posed by driveways.
A high density of bicycles in a neighborhood is not safe for children. It increases the burden or entering and exiting a resident's property and increases the risk of parking on the street.
Imposing all trail traffic through a low traffic neighborhood decreases the safety of that neighborhood as they need to deal with the significant increase in traffic (even if it is bicycle traffic). This is unfair and imposes a large burden that the city should not impose on the residents.
A Google representative at tonight's Mountain View feedback meeting said the Mountain View section sees 500 bicycles per day. If the sections under consideration become feeders for cities to the south of Cupertino, the Cupertino section could see a significant fraction of that volume, especially during commute hours.
If a true trail can not be created then existing infrastructure (roads, bridges) should be used to transit barriers such as 280.
I am specifically opposed to the proposed 280 over-crossing, whether it terminates at Stokes or Madera Drive. Neither side of that bridge can have a true trail separated from cars so the promise of a trail environment cannot be achieved.
The trail should terminate at Stevens Creek in the south and Fremont in the north with signage providing options between the two points so that trail traffic is spread out.
A greenway is not a trail.
I am an advocate of improving Foothill Blvd as a transit corridor for trail traffic. I was disappointed years ago when wide markings from the edge of the road (used as bicycle lanes) were shrunk to a minimum so there would be room for an overly wide median. Utilizing the side of the road and taking some of the median back to provide more room makes sense to me.
I am also an advocate of using Mary Ave, although I acknowledge the disruptive nature of the Stevens Creek over-crossing of Hwy 85.
Perhaps a fraction of the proposed funding for a bicycle/pedestrian bridge over 280 could be used for a bicycle/pedestrian bridge over the Stevens Creek Hwy 85 bridge.
Sincerely,
Mark Taylor, a resident of Cupertino

Comment #: 582 **Name:** Rosa Fu
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek trail routing
Comment:

To whom it may concern,

We strongly object to modify Belleville way to become part of the Steven Creek Trail for the following reasons:

1. Put West Valley elementary students under risk of car accident.

2. Belleville Way is a narrow street by itself. With new bicycle lane and parked car make backup our car from the driveway even harder. Especially, during bad weather, it will definitely causes more car accident. Put Belleville Way' s residents life under risk.

3. With added trail traffic we lost our peaceful life and face more criminal threat.

Sincerely,
Rosa Fu
Sent from my iPad

Comment #: 583 **Name:** Rachel Beck
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Extend the Stevens Creek Trail Through Madera / Phar Lap Neighborhood
Comment:

Dear Staff, Working Group Members, and Council Members:

I am writing in support of the Stevens Creek Trail Extension to Cupertino. I am a 15 year resident of Woodbury Dr, located in the Mann/Phar Lap neighborhood. I support the trail alignment that "maximizes trail and minimizes interactions with cars" [1].

When I was a Monta Vista student, I biked to school everyday. I know how scary biking on congested roads can be.

My parents are both avid cyclists. The recent death of a young Monta Vista student has drawn attention to the dangers of biking in our community on busy streets [2]. Because of this, I worry about my parents safety when they leave on Saturday morning for their weekly ride. I imagine telling my 16 year old brother why they did not come back.

I urge you to make our community safer by allowing the trail to maximize residential streets like Phar Lap. I support a trail alignment in my Monta Vista neighborhood that will link up with the county's trail system.

If there are any changes to the natural areas around the creek in order to accommodate the trail, I hope that the environmental impact will be minimized to the greatest extent. I prefer using quiet residential streets above all other options.

While the trail would be a transition for my neighborhood, it is a welcome change.

Thank you for your work on this project.

Rachel Beck
Cupertino

[1] https://sites.google.com/site/stevenscreektrailpros/routes-that-maximize-trail
[2] http://www.mercurynews.com/bay-area-news/ci_26815567/cupertino-monta-vista-high-mourns-student-struck-and

Comment #: 584 **Name:** Horng Fu
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Routing Study
Comment:

Dear Sir:

I think we should be very concerned about passing through the West Valley School and Cupertino Junior High and should avoid choosing Belleville Way and/or Bernardo St. as part of the trail. Ample parking and smooth traffic flow are the most important effect to preserve.

Thank you for your attention.

Horng Fu

Comment #: 585 **Name:** Leeann Bent
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Bike Trials
Comment:

As a resident of Sunnyvale who regularly bikes to work, I am writing to support the Stevens Creek Trail extension.

I use the trail almost daily and riding on Stevens Creek Trail is often the best part of my day. I enjoy the picturesque trail itself, the labeled native plants south of El Camino, and, I admit, the crawl of the traffic that I do not have to be a part of. Additionally, I often run into friends and co-workers who are also biking/walking the trail and we are able to catch up.

On the other hand, I find the surface streets, particularly in Sunnyvale (e.g. - El Camino and Mary) atrocious to navigate. I refuse to bike my children to school because I do not trust drivers to watch for them in the midst of the morning commute. This same lack of safety holds for many of our cities (http://www.mercurynews.com/bay-area-news/ci_26807458/cupertino-young-bicyclist-hit-by-vehicle-killed).

Dedicated trails would allow me and my family to reach more destinations safely and build on the success of Stevens Creek Trail. Though there would be some cost to the project, it will benefit future generations of residents. With the explosive growth of many of our cities, now is the time to lay the groundwork for this important alternative transportation and to protect the safety our cyclists.

Leeann Bent

Comment #: 586 **Name:** Bor-Jen Lin
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: No trail through residential area
Comment:

Dear Study Group,

I am strongly against any alignment going through residential area. It is not safe for the residents and children of the community. It is cost prohibitive to build yet another $15,000,000 crossing on top of highway 280.

Bor-Jen Lin

Comment #: 587 **Name:** Michael Siegenthaler
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Please prefer the Creek Corridor alignment
Comment:

As a resident of Cherry Chase neighborhood and daily bicycle commuter on the Stevens Creek Trail, I am very interested in seeing the trail extended further south. A large part of the existing trail's value comes from the fact that is continuous and keeps bicycles separated from cars. I urge you to preserve this property in the southern extension by selecting the Creek Corridor and Bernardo Avenue Path alignment, with an overcrossing or underpass at each necessary intersection. This is not only the safest and most pleasant route, but also the shortest, most direct way to connect to a new Highway 280 overcrossing.

Comment #: 588 **Name:** Susan Nell
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Path Not Considered..... Why?
Comment:

Why are we not looking at the path "across"/south of Fallen Leaf at "Homestead Court"? (the western side of Steven's Creek?)

Wouldn't that have less of an impact than dealing with Barranca/Peninsular?

--
Thanks,

Susan Nell

Comment #: 589 **Name:** Grace N Lu & Mingshiang Wang & Erica Wang & Andrew Wang
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments on Phar Lap/Mann Drive Bike Path (for Stevens Creek Trail)
Comment:

We strongly feel that an improved and safer Foothill or Mary/Stevens Creek segment will better serve the communities at large and provides minimum impact to our neighborhood, and hence we consider it as the most favorable option.

Regards,
Grace N Lu
Mingshiang Wang
Erica Wang
Andrew Wang
Cupertino, CA 95014

Comment #: 590 **Name:** Dee Gustavson
Date: 6/8/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Use Mary Ave. Bridge
Comment:

Dear Representatives,

I support the platform of the Citizens for Responsible Trails. We believe in using existing infrastructure, in order to improve the utility and safety of existing routes.

Do not spend another $15 million to build another bridge, because the Mary Ave. bridge over 280 already exists, which is being used now and can continue to be useful. We're not opposed to spending money, but we insist upon being fiscal responsible. Spend the money saved on a 2nd bridge to use on overpasses, and/or tunnels.

Foothill Expressway already has a marked bath path, and is wide enough that a barrier could be created between bikers and cars. This would provide a safe route between Grant and Stevens Creek Blvd.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Dee Gustavson

Fallen Leaf Lane, Los Altos

Comment #: 591 **Name:** Jeannie Bruins
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Fwd: the last minute; Stevens Creek Trail
Comment:

Please include this as part of the record. Mr Moylan spoke at the June 8 meeting held in Mountain View.

Jeannie

Sent from my iPad

Begin forwarded message:

Comment #: 592 **Name:** Lynn Chu and Chih Lin
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Phar Lap/Mann Drive Bike Path
Comment:

Re: Phar Lap/Mann Dive Bike Path

To Whom It May Concern:

We have been residents of Phar Lap Drive, Cupertino, for ten years. We enjoy this quiet neighborhood in the heart of Silicon Valley. It is the gem of Cupertino, close to major freeways yet lacking traffic noise and surrounded by trees and creek. Kids are free to play, ride their tricycles and scooters, or play catch safely in their front yard or even on the street in this cul-de-sac neighborhood. Many residents young and old stroll the streets throughout the day. However, this will soon be changed with the proposed transit bike route.

Imagine over 1000 bike riders passing by your front yard every weekend. Strolling residents will not be safe with speeding bikes charging down the slope. Unruly bike riders will be left to rule the streets without the law enforcement that exists only on larger streets such as Stevens Creek Blvd. Adding the bike path to a residential neighborhood will require the city to add costly regular law enforcement to ensure safety and abiding of bike traffic laws, whereas designating bike routes on existing major streets where law enforcement already patrols will be a better budgetary choice. Our streets will be packed with increasing cars of strangers, noises, garbage, unnecessary accidents, and possibly crime. Everything we treasure about this neighborhood will be gone with the addition of bike path.

As parents and residents of Phar Lap Dr, we urge you to please reconsider your proposal. Please do not take away our precious quiet neighborhood and turn it into a congested recreation park. There are many alternatives to this bike path. Connecting bike lanes do exist (Mary/Stevens Creek or Foothill). Money should be spent on fixing existing problems rather than creating new ones. The city should consider major streets which can provide more space to accommodate a separated bike trail. An improved segment along Stevens Creek Blvd would allow bike friendly access to the Farmer's Market and Whole Foods. Furthermore, an improved bike path along Stevens Creek can also effectively serve the new Apple campus.

The negative impacts of this bike path will be mostly borne by the residents of Phar Lap and Mann. Quiet neighborhood streets frequented by strolling pedestrians cannot coexist with bike lanes. We will be dealing with this for the rest of our lives living here every day. Please give weight to the residents of Phar Lap and Mann. There are many existing safe routes for bikes, but only one home where we live. This is our life investment and it is not relocated / changed as easily as a biker choosing an alternative safe route. We sincerely thank you for reconsidering other alternatives to this bike route.

Sincerely yours,

Lynn Chu and Chih Lin

Comment #: 593 **Name:** Kathleen Smith
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Sunnyvale "Trail" routes
Comment:

I would like the committee to consider that the connector paths through the Belleville neighborhood may also create a problem for fire and emergency response vehicles with the additional bikers. This is the only route into the Belleville neighborhood to serve Sunnyvale residents who may need fire services, police and/or medical emergency vehicles.

I also understand that both Bernardo and Belleville streets which border either side of highway 85 may be used as an optional emergency access onto the freeway if fire trucks and emergency vehicles are not able to get onto the freeway due to quake damage or a serious accident.

These are serious issues for residents of the neighborhood who are not "just passing through'" but will have to contend with the inconveniences and possible penalties that additional traffic, new parking and road restrictions will create on a daily basis. Some of the choices that may be made could impact the safety and access to care in case of emergency for these residents.

Thank you,

Kathleen smith
Bedford ave, sunnyvale

Sent from my iPad

Comment #: 594 **Name:** Brian Beck
Date: 6/8/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Support for the Stevens Creek Trail Extension Through Madera / Phar Lap Neighborhood
Comment:

Dear Staff, Working Group Members, and Council Members:

I am writing in support of the Stevens Creek Trail Extension to Cupertino. I am a 15 year resident of the Madera / Phar Lap neighborhood. I am also a cyclist who rides for fun, exercise and as a commute option. I am an enthusiastic user of Santa Clara county's bike trail network and favor improving our region's bike infrastructure whenever possible. For this project, I am particularly in favor of the trail alignment that "maximizes trail and minimizes interactions with cars" [1]. Let me tell you why.

I considered cycling to work for many years before actually giving it a try. The thing that always stood in my way was finding a safe route to work. The biggest hurdle in picking a safe route is dealing with freeways. Freeways, while great when driving, are barriers when walking or biking. When dedicated pedestrian bridges are not nearby, the only way across them is on wide, busy streets like Fremont, Stevens Creek, Foothill Expressway and so on. It wasn't until I discovered the wonderful San Tomas Aquino Creek trail with its route under Central Expressway, the Caltrain tracks and 101 that I considered my commute from Cupertino to Santa Clara feasible.

Many years later I am an experienced bike commuter and, thankfully, have never been in a serious accident. Even so, biking on Stevens Creek across 85 or Foothill Expressway under 280 are still enough to make my palms sweat. For now, these are the only two ways out of my neighborhood if I wish to commute or link up with the county's trail system. The trail alignment that comes through my neighborhood would change that. It would provide a safe way for cyclists of all ages and abilities to reach Sunnyvale from my part of Cupertino.

Unfortunately, most of the other alignments under consideration would route trail users onto major streets. Foothill with its truck traffic or Stevens Creek with the 85 interchange and De Anza college traffic are just not suitable for children or novice cyclists. Recent deaths at Mary & Fremont or McClellan and Bubb remind us how tragic car / cyclist accidents usually are. Routing the Stevens Creek Trail through major intersections would be a mistake.

While the trail would bring changes to my neighborhood in terms of parking and driving, these seem minor compared to the safety and recreational value the trail would offer. I look forward to these changes and the opportunities the trail will bring to our community.

Thank you for your consideration.

Brian Beck
Cupertino

[1] https://sites.google.com/site/stevenscreektrailpros/routes-that-maximize-trail

Comment #: 595 **Name:** James Huang
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Comments for Stevens Creek Trail Feasibility Study
Comment:

Hi,

It is the best to use as much the open space along 85 between Fremont and Dale Ave as possible. I would strongly agree to connect those open space to Fremont Ave on either side of 85 or both sides (and also to Remington Ave, of course). Connecting points may be at the southwest corner of Bernardo intersection and at the parking lot at the north end of Belleville with the latter one mainly connecting to Los Altos.

As far as the route between Fremont Ave and Homestead, among the four options (Mary, which has bike lane already, Bernardo, Belleville, and Fallen Leaf), Bernardo is the best and much safer because there will be almost no intersections or driver ways. However, the road is just one lane on each direction with one side street parking. Consider eliminating/reducing street parking or bridging over all the way from Fremont Ave to beyond Helena Ave but it is a must to keep it as a two-way road. In addition, consider connecting to The Dalles (and the crossover on 85).

I believe that the above route, along with existent bike routes on Fremont Ave, Mary Ave, Remington Ave etc, will serve Sunnyvale residents on both sides of 85 the best.

Regards,

James Huang

A Sunnyvale Resident

Comment #: 596 **Name:** Tim Oey

Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: My Preferred Stevens Creek Trail gap filler from Mtn View to Cupertino

Comment:

Dear Staff, Working Group Members, and Council Members:

I have lived in Sunnyvale for over 26 years and my kids attended West Valley Elementary, Cupertino Middle, and Homestead High. I came from Boston and did not own a car until I moved to Sunnyvale. I had to get a car here because Sunnyvale and Silicon Valley was designed around cars.

In Boston I could bike and walk everywhere I needed to go. Boston has beautiful walking and biking facilities including the Charles River bike path and its Emerald Necklace -- a chain of parks about as long as the future Stevens Creek Trail between the Bay and Stevens Creek Reservoir.

Our community needs beautiful outdoor spaces for us to meet our neighbors, exercise, bask in the sun, let our kids run and bike safely, and live in a more human friendly (rather than machine friendly) environment. Along with the Bay Trail, Ridge Trail, and the other connector Creek Trails, our Stevens Creek Trail is our local jewel in our own magnificent, emerald necklace.

The Stevens Creek Trail is a fantastic opportunity to accomplish all of this and leave a lasting green and beautiful legacy for our kids and their kids. It has challenges but they are surmountable.

Anthony Foxx, the Current US Secretary of Transportation recently said we must get beyond traffic, beyond our car oriented transportation system. We must reduce car trips.

I hope a route is chosen for our trail that is as safe, beautiful, pollution free, attractive, and close to nature for our families and kids. Riding, running, and walking among cars is not fun and is downright dangerous. Cars kill bicyclists and pedestrians. The Stevens Creek Trail should include as much trail as feasible so we can protect humans from large metal machines.

Some have noted that the trail experience is expensive, costing tens of millions of dollars – I believe those tens of millions of dollars is money well invested in our human community.

We have spent hundreds of billions of dollars for car routes. Spending a few millions for people on trails is small and well worth future breaths of fresh air.

More specifically, my preferred route is:

1) In the opens space along the creek from Dale/Heatherstone to Bernardo - because it will be safe & beautiful like the existing Stevens Creek Trail and may be an opportunity to fix some degradation of the creek habitat due to trash and excessive erosion.

2) A bridge over Fremont landing on Bernardo

3) A dedicted, separated trail (linear park) along Bernardo. This section should receive especially careful treatment to ensure that property values along Bernardo are enhanced more than they would be without a trail -- reducing traffic volumes on this street and making the trail as green and shady as possible so that the views from Bernardo houses are especially attractive. Also traffic flows around Cupertino Middle School must be improved and more kids encouraged to bike and walk to this school as well as West Valley Elementary. Please note that Bernardo would likely get much more of a property value boost from trail improvements than Belleville or Fallen Leaf since this would be a real trail, is across the street, would improve the view, and would reduce traffic on Bernardo.

4) A widened Homestead bridge or new bridge over 85 to provide a separated path as far as the Homestead and Maxine intersection. It would be really great if a bridge could be built over Homestead AND 85 at this location so bikes and peds could ramp up off of Bernardo and land land next to Maxine.

5) A greenway down Maxine, new bridge over 280, and finally greenway along Madera and Phar Lap with new sidewalks as necessary for pedestrians. This route would not significantly impact these neighborhoods because the trail is not a superhighway for cyclists. Rather it is a quiet trail that interconnects with many other routes so that bicycle and pedestrians are spread across many routes depending on their objectives and destinations.

6) A bridge or tunnel to cross Stevens Creek Blvd from Phar Lap and connect to the Cupertino segment of trail.

In the very long run, it would be nice to slowly acquire all the properties adjacent to Stevens Creek as they are sold to eventually restore the whole creek and provide a path and park but this might prove to be too expensive and take decades.

Thank you for your consideration.

Sincerely,
Tim Oey

Comment #: 597 **Name:** Christina Dinh

Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek trail comments

Comment:

I am a resident and homeowner on S Bernardo Ave and I support the Steven Creek trail alignment down Bernardo Avenue. The safest alignment option is a separated path without cross traffic from streets or driveways. The most useful option is a direct connection to the existing Stevens Creek trail. We need more alternative commute options or all we will get is more cars and traffic.

For the S Bernardo alignment:

- A 1-way street option with street parking is the only option. A narrower 2-way street will be dangerous with the cars that speed on the straightaway and leave less room for residents backing out of their driveways. Eliminating street parking will have a large negative impact since few side streets alternatives are available.

- The positioning of the Highway 85 soundwall creates a nice shady side of the street in the afternoon sun. It will make a nice alternative to the natural treecover by the creek.

- A visible Fremont Ave overpass would be safer and easier to patrol than an out-of-view underpass that could attract criminal activity.

I also disagree with many arguments against a trail extension:

- Home values on S Bernardo are already impacted by their proximity to Highway 85. I don't believe a trail will impact property values any more than the current proximity to Highway 85.

- Overcrowding is an issue at all Cupertino schools and CMS traffic problems will only be solved with more school buses. While traffic is an issue for CMS parents, neighborhood traffic is only a problem for 15 minutes on school days. After the 8:05am start time, Bernardo is quiet and empty by 8:15. In some cases, traffic flow will improve if cars are no longer able to pull u-turns or block traffic waiting for a break in oncoming traffic to turn. More pressure should be placed on the school district for school traffic issues.

- I have heard arguments against building a 2nd bridge over 280 because it would be within a mile of the Mary Ave bridge. There is a successful example in Mountain View where 101 has two trail crossings within a mile. There is a 101 overpass bridge just north of Shoreline Ave and a 101 underpass crossing just south of Highway 85. I commute thru Mountain View and can see that the Stevens creek trail is heavily used both mornings and evenings, with bikers often traveling the same or faster than my car.

Christina Dinh

Comment #: 598 **Name:** Gilbert Leung
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Much Ado about a flawed plan
Comment:

Esteemed Representatives:

I am writing regarding the flawed plan for constructing extension of the Stevens Creek bike trail on Fallenleaf Lane. After enough studying, there seem to be quite a few alternative solutions which would make the trail more enjoyable to bicyclists.

First of all, Fallenleaf Lane right now is not busy, and many cyclists do use it for both commuting and leisure alike. As an avid cyclist myself, I find it already extremely bike-friendly. Indeed, there is NO reason to make dedicated bike lanes on that street! As crossing Fremont Avenue has been the difficult part going between Homestead and north of Fremont Ave., I don't see how the current proposal for using Fallenleaf Lane can solve that issue, and would only disrupt the quiet residential neighborhood. It would have been better to use other streets such as Mary.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please do a more thorough investigation and make a better proposal that actually solves the real problem. I thank you for reading and considering my message.

Gilbert Leung

Comment #: 599 **Name:** Zachary Kaufman
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Two comments for the possible Stevens Creek Trail expansion
Comment:

Please don't use wooden decking as was done on the on the Evelyn Avenue/Caltrain track overpass as well as several small bridges. It is exceedingly difficult to brake on wooden decking with inline skates even in the best of conditions. The unevenness and gaps between the boards induce chattering when applying the brake pad. When the contact with the decking is compromised, so is your stopping distance.

(Perhaps the amount of friction achievable with wood might also be a factor. Plasticized wood, for that reason, might even prove worse as it seems slick. Good even concrete is really nice for braking. Smooth asphalt works decently, as long as it remains in reasonable shape. Hopefully, going forward, wooden trail surfaces materials financially can be avoided.)

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Why not locate the trail on top of/above the 85 sound wall, leaving Bernardo as is; two-way with on-street parking? Is it fiscally reasonable?

****

Comment #: 600 **Name:** Joe Iwasaki
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven Creek Trail
Comment:

I do not think that Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. are a viable options. We should minimize new impact and get maximum use from existing infrastructure.

Joe Iwasaki

Joe's iPad

Comment #: 601 **Name:** Susan & Jim Strawbridge
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to Fallenleaf Lane for Stevens Creek Trail extension
Comment:

Esteemed Representatives

I am writing to state that we are vehemently opposed to continuing the Stevens Creek trail up Fallenleaf Lane in Los Altos. It will ruin the street and neighborhood, destroying several existing mature trees and jeopardize the safety of bicyclists.

We have lived on the corner of Alexander Way and Fallenleaf Lane for 18 years. We have seen the neighborhood and our nearby streets become an area that we are proud to call home. We now have mature trees, shrubbery, and landscaping in the neighborhood. Several neighbors have remodeled their homes. The proposed trail extension up Fallenleaf threatens to ruin all of this improvement and growth over almost 20 years. Trees and shrubs will be uprooted and fences and landscaping destroyed. The quiet suburban nature of our streets will change.

A bike route through Fallenleaf Lane will also be an unsafe option. With so many houses on the street, it will just be a matter of time before a resident backs up into a bicyclist. Most at risk will be the child carriers/trailers that are often used on the Stevens Creek Trail. Also at risk will be the children in our neighborhood. A bicyclist riding at high speed is a serious danger to a small child.

Additionally, the connection points to Fallenleaf Lane are unsafe. The intersection at Fallenleaf and Fremont Avenue is well known to be congested. I bike to work as well as bike for recreation. I avoid going out of our neighborhood through Fallenleaf Lane unless it is the middle of the day. The intersection at Fallenleaf and Homestead Road is even worse.

Given that there is not public land access to connect the trails, we are strongly in favor of posting recommended routes connecting the two portions of the Stevens Creek Trail. We would also strongly support enhancing bike lanes on our streets. On busy streets, paint them green!

Putting a "Trail" on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Susan & Jim Strawbridge

Comment #: 602 **Name:** Linda M.Lee
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail routing through Sunnyvale
Comment:

I am vehemently opposed to the plan to route the Stevens Creek "Trail" through the Belleville, Bernardo, Fallen Leaf neighborhood. Although I am in favor of extending SCT to ultimately connect from Mt. View to Blackberry Farm in Cupertino, I do not believe the current plan is safe. I live off Belleville for nearly 30 years. Not only is it not safe but will bring more traffic through a neighborhood with an elementary school nearby and ruin our peaceful neighborhood and lower home value.

Please focus on developing a better plan that defines safe routes and one that is considered a true Class 1 trail.

Linda M.Lee

Comment #: 603 **Name:** Jim Carroll
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: In favor or Stevens Creek trail extention
Comment:

Dear Staff, Working Group Members, and Council Members,

I've lived in Sunnyvale's Cherry Chase neighborhood for 18 years. I walk on the Stevens Creek trail several times per week. My son often rides his bike over the HWY 85 bridge to get to St Francis High School -- the trail is a great time saver for him and definitely a much safer route.

I believe the best option for the community is to extend the trail from Dale / Heatherstone to Fremont along the creek. From there, the Bernardo option would be great way to connect to Cupertino Middle School. Safe biking options for kids are really needed.

Thanks for your work on this project.

Jim Carroll

Comment #: 604 **Name:** Divya Ghatak
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen leaf- do NOT decimate trees
Comment:

Esteemed representatives,

I am really stunned that this project is on despite any of the residents wanting this in fact everyone is opposed to it- I absolutely abhor this idea.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

please do not proceed with this

Divya Ghatak

Fallen Leaf Lane, Los Altos

Comment #: 605 **Name:** The Chandlers.
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: My Feedback
Comment:

FROM:

Tim, Zamoonna, Danielle and Megan Chandler
Cupertino 95014

Residence since 1997. President (Tim) of Homeowners Oakdell Ranch 2001-2002

Our Messages:

1. We value the developments that promote walking trails and bike trails especially ones that promote commuting to work and family walks.

2. Any new trails should be for the long term. Better to do it right the first time. Invest in the future.

3. We should encourage biking to work with safe trails to anywhere in Cupertino including the Apple Campus to reduce congestion.

4. We support the bridge over 280 if it supports a safer way to connect to MTV and other areas. It should be done with the same quality as the existing bridge built over the 280 a few years ago.

Change is good. Let's make quality developments.

Thanks.

The Chandlers.

Comment #: 606 **Name:** Tim Steele
Date: 6/9/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Stevens creek trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I have taught my two daughters and three of my nieces how to bike using the Stevens Creek Trail. Going on the trail is always a highlight of my nieces' visit since they don't have such a resource near them. What makes the trail great for teaching them is having it fully separated from cars.

I also enjoy the natural setting, especially where there are trees for shade and it is quiet enough to talk while biking.

I'd prefer the creek corridor and Bernardo paths with an overpass over 280.

Sincerely,

Tim Steele

Mountain View

Comment #: 607 **Name:** Garth A. Williams
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Feasibility study comments
Comment:

My name is Garth Williams from Sunnyvale. While I am all for more and better bike lanes throughout our community, they should not be considered for an extension of the Stevens Creek Trail unless there is no way to build a separated path. I would like to see the cities follow through on the goals laid out in the Feasibility Study. The study says "The Stevens Creek Trail provides a completely separated pathway for the exclusive use of bicyclists and pedestrians with minimal roadway crossings. The trail serves a wide range of ability levels and is especially suitable for younger and less experienced bicyclists. Any extension of the trail must strive to offer a similar trail experience."

Even with all of the challenges in the study area and the inability to maintain a creek corridor alignment all the way though, I was happy to see that the study did identify one alignment that provides a separated path all the way down to Homestead Rd. With goal of "offering a similar trail experience" to the existing sections of the Stevens Creek trail in mind, the alignment choice becomes obvious. The "CREEK CORRIDOR/BERNARDO AVENUE PATH" clearly stands head and shoulders above the others. I feel we should take full advantage of this priceless opportunity to open, enhance and protect 22 acres of natural parkland while also extending the much loved Mt View section of the Stevens Creek Trail, as a trail, as far as possible.

So I ask the Working Team to recommend that the City Councils develop a trail master plan based on the Creek corridor/Bernardo Avenue Path alignment as the next step in the Stevens Creek Trail planning process.

Thank you.

- garth

Comment #: 608 **Name:** Steve Elich
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Citizens for Responsible Trails - SCT Feasibility Study Response Report
Comment:

SCT Feasibility Study,

Citizens for Responsible Trails (CRT), a local advocacy group, has written a detailed response to the Stevens Creek Trail Feasibility Study. The response report analyzes every route segment described in the Feasibility Study and rates it according to its level of consistency with CRT Core Values of:

1) Fiscal Responsibility
2) Utilize Existing Infrastructure
3) Minimize New Impact.

The response report does not recommend a route because the feasibility study it is responding to does not make such a recommendation. Rather, the CRT response provides decision makers with a framework to help guide responsible decision making. The report is attached and it can also be downloaded at: 4citiesresponsibletrails.blogspot.com.

Following is background on Citizens for Responsible Trails:

CRT Core Values
Fiscal Responsibility - Judicious allocation of taxpayer funds to public works projects
Utilize Existing Infrastructure - Improve the utility and safety of existing routes and favor existing routes
Minimize New Impact - Minimize impact on neighborhoods not heavily used or studied

CRT - Key Recommendations
Breathe New Life into Existing Infrastructure - Incorporate existing infrastructure into Trail alignment
Leverage Adjacent Opportunities- Connect with existing projects for increased public benefit and cost savings; e.g., Expressways 2040, Mary Street Space Allocation, City Bike Plans
Maximize Positive Externalities - Look beyond traditional trail uses and expand benefits to include commuters, students, shoppers, etc.

CRT - About
Advocacy group of local residents
Representation from all four cities involved in the process
Formed in response to concerns about the process for completing the Stevens Creek Trail
Not an “Anti-Trail” organization
Members want to see the Trail completed responsibly!

--
Best regards,

Steve Elich
Cupertino
Citizens for Responsible Trails

Comment #: 609 **Name:** Steve Elich
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: The Stevens Creek Park Chain Myth: Homestead Villa Cupertino
Comment:

SCT Feasibility Study,

The presentation at the Public Input Meetings cites the Stevens Creek Park Chain plan of 1961 and frames the Stevens Creek Trail as the 1961 plan's unfulfilled legacy. Almost as if it's Manifest Destiny. The fact is that the attached advertisement for the Homestead Villa subdivision in Cupertino along Stevens Creek proves that there were property rights that conflicted with this plan dating back to at least 1952.

The advertisement conveniently shows the subdivision's location adjacent to Stevens Creek on the map. More importantly, property lines extend to the middle of the creek, as they do up and down the creek. Similar developments pre-date the Park Chain concept in Los Altos.

In short, private property ownership made a public trail route on the creek impractical, if not impossible, dating back to before the Park Chain proposal.

Therefore, please stop using this as justification for trying to put the trail on the creek itself. And when you are not on the creek itself, the goal of putting it as close as possible to the creek only restricts the universe of available, workable options.

--
Best regards,

Steve Elich
Cupertino

Comment #: 610 **Name:** Carol Reinhardt
Date: 6/9/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: My Input Regarding the Stevens Creek Trail Study
Comment:

Dear Sirs/Madams:

I have lived in South Los Altos since 1981 with my husband and daughter and have enjoyed the quiet/safe neighborhood. Our house backs up to Stevens Creek so we are well aware of the many efforts of the Friends of Stevens Creek Trail to get this trail to go through our neighborhood and even behind our house just a few feet from our kitchen window. Now that they have realized that there is too much private property to put the trail on the creek they still are trying to get it as close to the creek as possible which includes Fallen Leaf Lane, Belleville and Bernardo. This makes no sense since the user of such a trail would not even be able to see or hear the creek. It is fairly well known that the people who were selected to be on the study committee are also members of The Friends of Stevens Creek Trail, so the entire process has been VERY biased and unfair.

Regardless of the unfair process of the study, there are many flaws in the proposed routes which include:

None of the proposed residential street routes will be like the existing Stevens Creek Trail which runs through nature and is very beautiful. The Report fails to make this clear.
None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections.
Why build a new bridge when one already exists?? There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. This gives a better return on investment.
Respect, accept and adopt the 2008 Los Altos Stevens Creek trail study OR use Mary Avenue in Sunnyvale and connect to the Mary Avenue bridge which was specifically built for that purpose. Use the grant money to improve those routes!

Please respect the desires and feelings of the residents of South Los Altos (and NOT all of the outsiders who attended the meetings at the prompting of The Friends of Stevens Creek Trail!) and use good judgment in making a decision when choosing a route for the Stevens Creek trail to connect Mountain View and Cupertino through Los Altos/Sunnyvale. Please use EXISTING infrastructure for the trail and stay away from residential streets.

Thank you,
Carol Reinhardt

Comment #: 611 **Name:** Dick Wang
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: The Stevens Creek Trail Routing
Comment:

Dear Sir/Lady,

I'm writing to support building the extension of Stevens Creek Trail in Sunnyvale.

Among the options, I'll go for the Bernardo Avenue Path. The reason is to minimize the traffic intersections.

Thank you,
Dick Wang

Comment #: 612 **Name:** Steve Elich
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: Mary Avenue Bridge - Justified as Stevens Creek Trail Connector
Comment:

SCT Feasibility Study,

According to the City of Cupertino's website, the Mary Avenue Bicycle Footbridge (later re-named for its champion Don Burnett), was justified to the public as being a major connector for the Stevens Creek Trail:

"This bridge connects the north and the south sections of the Stevens Creek Trail."

Please see the following link to the city's website for the article:
http://www.cupertino.org/index.aspx?page=26&recordid=58&returnURL=%2findex.aspx

The story from the website is attached as is the invitation that was distributed for the dedication ceremony. This invitation states that,

"The Mary Avenue Bicycle Footbridge - the first cable-stay bicycle pedestrian bridge over a California freeway - connects the north and south sections of the Stevens Creek Trail."

It took the dedicated efforts of many citizens to put the Mary Avenue route back into the alignments that were studied in the Stevens Creek Trail Feasibility Study. The Don Burnett Bicycle Footbridge is an award-winning public works project that deserves strong consideration for the completion of the Stevens Creek Trail.

--
Best regards,

Steve Elich
Cupertino

Mary Avenue Bicycle Footbridge Dedication
Posted Date: 3/30/2009
Mary Avenue Bicycle Footbridge DedicationMary Avenue Bicycle Footbridge Thumbnail
April 30, 2009, 3 pm
Entry Plaza at intersection of Mary Avenue and Meteor Drive
The City of Cupertino invites you to join the dedication of the unique bridge which is the first cable-stay bicycle pedestrian bridge over a California freeway. This bridge connects the north and the south sections of the Stevens Creek Trail.
Background Info on the Footbridge Mary Ave Bridge Time Lapse Video

In 2000, the voters passed Measure A, a comprehensive transportation program funded by sales tax, which, among other things, allocated $32 million for bicycle and pedestrian facilities on a competitive basis.

The Mary Avenue Bridge was submitted to that program and was ranked the Number One project in the County by the Valley Transportation Authority (VTA).
Mary Ave Bridge North Tower Construction Video
The total cost of the Mary Avenue Bicycle Footbridge project is $14,800,000. Of that funding, over $12 Million (over 80%) comes from outside grants, the largest being $10,350,000 from the VTA Measure A program noted above.

Its importance is not just to Cupertino but to the entire region of trail users and is supported by both the Cities of Sunnyvale and Cupertino City Councils, both of those City Bicycle Pedestrian Commissions, the VTA Board of Directors and over 50,000 cycling and pedestrian enthusiasts in the region.

Mary Avenue Bicycle Footbridge Thumbnail3It's unique architecture, that of a cable stayed bridge structure with no intermediate support, was purposely designed to set it apart from other pedestrian bridges as a statement about the region's commitment to alternative transportation, specifically walking and cycling. It is the only bridge of its kind over an interstate highway in the State of California.

The original feasibility study projected that ultimately the bridge would be used by over 265,000 people of which 175,000 would be cyclists. The project was on schedule, within budget.

Comment #: 613 **Name:** Pat Sandoval
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail: No Cars Please!
Comment:

My husband and I are Sunnyvale residents for over 50 years, had have seen many changes in Sunnyvale and surrounding areas. We are also cyclists.

As users of the trail for several years, one thing is certain in my mind. I want the Stevens Creek trail to be away from cars. I have driven to Mountain View to access the trail so that I do not have to ride with cars. Why can't I access the trail from my Sunnyvale home? Mountain View has shown the wisdom of providing a safe environment for its citizens to recreate away from cars. Why can't we?

Cars make my ride much more dangerous. With population growth, these dangers will increase. There are dangers from people running red lights, distracted drivers of all ages sending texts and not looking where they are going, drivers looking for oncoming traffic and driving into bikes in front of them, people opening doors directly into my bike lane, and cars pulling in front of me when I am traveling in my bike lane. These are all common occurrences when cycling on the street, and as a result of these experiences, I am an extremely cautious cyclist. Yet, all of these things have happened to me. I can't imagine doing a ride in Sunnyvale with small children on bikes.

Over the years, Sunnyvale has made planning mistakes. I urge you to construct the Stevens Creek Trail away from city streets and leave a positive legacy of safety and benefit to the health of our people, our children, and the health of our environment.

Pat Sandoval

Comment #: 614 **Name:** Carolyne Brandon
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

I live just a few houses down from Somerset Park in Cupertino on Stokes Ave. This is a wonderful park and highly used for children and dogs. Due to the VERY limited parking at the park, our street is heavily congested with the cars of the people using the park. Having a "neighborhood greenway/bike lane" on Stokes Ave would be a disaster!! Please check out the parking situation, not during the day when people are at work, but afternoons, early evening, and weekends, when the park is in action. We already the Freeway on one side and the Railroad on the other side of our homes, so PLEASE do not add to our noise and congestion!

Carolyne

Carolyne Brandon

Comment #: 615 **Name:** Matt MacMahon
Date: 6/9/2015 **Jurisdiction:** **Supplemental Document:** No
Subject: Stevens Creek Extension
Comment:

Hi, I'm a Sunnyvale home owner and voter and I'd like to write strongly in favor of the extension. I commute 3 times a week on the Steven's Creek trail, so I see the people using it daily - bikers, hikers, families with strollers, friends walking side by side. Extending the trail will make it more accessible to more people and more useful by having it reach more places. More people will be able to frequently commute on it, taking cars off our crowded streets.
Especially with the recent death of a bicycler in Mary Ave, I'm shocked by proposals to route more bikes down busy major thoroughfares rather than on residential streets and dedicated trails.
Finally, as a father of young kids who enjoy family bike rides, I look forward to being able to bike with them from the foothills to the bay and back on a safe, scenic trail.
Thank you,
Matt MacMahon

Comment #: 616 **Name:** Sathya Krishnaswamy
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens creek trail

Comment:

From

Sathya Krishnaswamy
Cupertino

I am a resident on Stokes avenue and my opinion is to oppose a trail on Stokes avenue as per some of the options considered. I would ask the SCT feasibility study to consider the possibility of using some of the railway land nearby railway track for the same.

Regards
Sincerely

Sathya

Comment #: 617 **Name:** DeeDee Wong
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Impactment of traffic on Belleville
Comment:

To Whom It May Concern,

We are residents on Belleville Way which is one of the considerations of the Stevens Creek Trail's trail. We are highly against placing the trail on our beloved neighborhood street which is a gathering spot for our neighborhood kids. We love our location and purchased our home 22 years ago because of it's community gathering and of our friendly neighbors and schools. The downside of placing a bike trail on our street will highly impact the traffic leading to West Valley Elementary during the commute hours. Although our children no longer attend West Valley Elementary we still strongly support our local schools.

During the morning commute, driving into and out of our driveway is already very dangerous. We have to be very cautious reversing out of our driveways avoiding any
current bicyclist. Adding a bike trail onto Belleville Way will make the situation worse.

Please consider placing this trail on another location,

DeeDee Wong

Comment #: 618 **Name:** Dave Studley
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Comments
Comment:

Hi

My two cents worth.

"Green Route" and "Dotted Green Route" YES
My favorite route is the "Creek Corridor and Bernardo Path" to Homestead and then the "Connecting To I-280 Overcrossing". I make this choice assuming the trail will be separated from traffic by at least a curb, as described, where the trail is adjacent to a street (Bernardo, Fremont to Homestead).

"Blue Route" NO
My understanding of the (blue) "Creek Corridor Path and City Streets" is minimal after multiple readings of the page 48 paragraph explaining the route. My chief concern is how vehicle traffic and trail users are separated where the eastbound onramp to 280 crosses the "existing" bicycle lane. This is currently a pretty dangerous crossing pattern requiring good bicycling skills. Try it during rush hour. Crossing the east bound 280 off-ramp traffic isn't great either. Until I understand this interchange, this route gets my "NO" vote as does any other route feeding into this route.

"Yellow or Magenta Route" Maybe
If Mary avenue is reduced to two lanes like Mary after Cascade, It would be OK. Probably not the plan.

Dave Studley

Comment #: 619 **Name:** Joe Diese
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail route
Comment:

Any choice of a route for the Stevens Creek Trail will inconvenience the people who live along the chosen route..Therefore it seems to me that the choice should be based on the practicality of the route. In my view, the most practical route would be along Mary Avenue, connecting to Cupertino on the existing bridge over Highway 85.
Yours truly, T. J. Diesel

Comment #: 620 **Name:** Andres Ruhf
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to Fallen Leaf Ln option for bike path
Comment:

Esteemed Los Altos City Representatives

As a citizen of Los Altos for 4 years, I have enjoyed living in the peaceful, quiet and friendly neighborhood on Louise Lane and Fallen Leaf Lane, bordering Steven's Creek. I am seriously concerned about the inclusion of beautiful Fallen Leaf Lane in the Stevens Creek trail study in Los Altos. Inclusion of the trail on Fallen Leaf Lane would bring significant trail traffic of cyclists, walkers, automobiles and destroy the peace of the neighborhood. It would also invite vandalism and theft due to more visibility to outside elements. If the trail requires 9 feet of easements on properties along each side of Fallen Leaf Lane, that would eliminate hundreds of mature green trees, manicured lawns, thousands of plants and destroy the grandeur of Los Altos homes along the way.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

In conclusion, as Los Altos resident, I strongly oppose considering Fallen Leaf Lane and Louise Lane for any further feasibility analysis. I strongly oppose using those nice quiet residential streets for the Stevens Creek Trail.

Andres Ruhf

Comment #: 621 **Name:** Sue Mechling
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Route between Fremont and Homestead
Comment:

Hello. I have been a Sunnyvale resident since 1956.

In my opinion , the most logical trail route between Fremont and Homestead should be Mary Avenue. This makes the most sense because it is already wide enough to accommodate a safe and separate bike lane, and serves as the most direct route to the Don Burnett bridge over 280.

Thank you for all your effort on this project.

Sincerely,
Sue Mechling

Comment #: 622 **Name:** Nandeep Nagarkar
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Opinion regarding Stevens Creek Trail
Comment:

Dear Respected City Council members,

Few weeks ago , I was walking alongside my 7 year old daughter who was riding her bike along Fremont Ave (Los Altos Area, past the bridge). She was perfectly on the extreme right of the road , riding her little bike. All of a sudden a few cyclists rushed past and yelled at us to move aside . Well...we had no place to move as we were already well close to the trees !. So we had to stop and let them go past us. And I thought the bicyclists had to show some consideration towards pedestrians just as motorists are expected to show the them.

I have had similar experiences with cyclists not showing much concern for pedestrians or for motorists. There was one episode where a cyclists almost got out of the lane and despite driving at less then 5 MPH my heart skipped a beat. Regardless of who's fault I did not want an accident and injury on my hand and have a lifelong cross of remorse to carry on my shoulders.

While this might seem a "one off incident" that can be put aside as a "yeah things happen", when news of this trail came up I did some quick research for stats on bicyclists, not just US, but other countries as well. And it only added to some of my fears. If we squeeze in bike trail , it will only most likely result in greater risks , especially to children and seniors.

Some sources.
http://www.theweek.co.uk/uk-news/57065/c...
http://www.newyorker.com/news/news-desk/...
http://cityroom.blogs.nytimes.com/2011/0...
http://www.sfbg.com/politics/2012/04/05/...
http://www.bicycleretailer.com/north-ame...

So my fear and concern is that while today I feel safe walking (or driving at very slow speeds) along Belleville and other interior roads, once we have the trail , as a pedestrian my daughter would be at a risk by rash cyclist, (bumping into her to avoid a motorist) and fatally injuring her , which is Worst OR let my heart skip beats each time one of the cyclists swerves past my car with a care less attitude.

Adhering to a "sporting wish list" of a few will put our kids and parents/grand parents at a huge risk and a in grey area of "Faults" which will make it hard to prove who was at fault, not that it would matter once a life is lost.

I see no reason to spend more tax payers money on bike trails on these internal routes. I would rather that the money be spent to hire more police officers and firemen , thereby creating jobs and assuring safety in our community in the advent of increasing thefts that have sufficed here in Sunnyvale lately.

Kindly please put yourself in my shoes and give due consideration to my opinion/suggestion/request.

Your Sincerely

- nandeep nagarkar

Comment #: 623 **Name:** Yuval Bar-Or
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Dear Sir/Madam,

I strongly object to the proposed street changes outlined in the Stevens Creek Trail Connected Vision set of documents posted on the City of Sunnyvale website. I have been a resident of Sunnyvale for 29 years. My children attended West Valley Elementary, Cupertino middle school and Homestead high school.

In particular, adding a pedestrian/bike path on Bernardo Avenue between Fremont and Homestead or adding a neighborhood greenway on Helena Drive between Mary and Bernardo will be a safety hazard to the school children walking to Cupertino middle school at around 8:00AM and returning from school at around 3:00PM. The two streets have high traffic during those hours, and making the proposed changes will undoubtedly put the children at risk!

I ask that the CWG and the JCWT reject the proposed changes.

Thank you and kind regards,

Yuval Bar-Or

Comment #: 624 **Name:** Ron Zinger
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Concerns of the impact of turning Bernardo a one-way street - Should not happen
Comment:

Hello,

I am living on Dominion Ave which is close to CUP middle school. I have significant concerns of the impact of turning Bernardo a one-way street and do not think all the ones who are pro for that considering the implications (based on comments I heard). Traffic, Safety and Cost if S. Bernardo becomes a one-way street is not justified and Bernardo should not become a one way street. If Mary Ave is not safe, make it safe. Protect our children/students from trail bikers on non-stop bike lane. Utilize the existing Mary Bridge. There is no open space/nature view between Fremont and Homestead but residential streets in Sunnyvale. The traffic congestion impact if it becomes a one-way.

Thx Ron

Comment #: 625 **Name:** Penny Osorio
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Comments
Comment:

Dear Committee Members,

Re: Potential Trail Route through My Neighborhood:

I live at the corner of Wallace Drive and Barranca Drive in the Homestead Villa neighborhood. If the decision is made to build a new I-280 overcrossing, opening the sound wall in our neighborhood and crossing over to Phar Lap or Stokes, the trail could come directly past my house via Barranca Drive.

Turning a previously closed neighborhood into a thoroughfare is an extreme change which I do not support at this time, however I am not irrevocably against the trail coming through our neighborhood. What I am concerned about is that I have seen NO hard data on a number of factors including:

1) How many bicycles and pedestrians should we expect? We have heard everything from 70 to 700 per day.

2) Are there any other local trails that go through a residential neighborhood using city streets? The only comparable area I know of is the Dale/Heatherstone terminus of the current trail. What are the residents experiencing there? Is there any increase in litter, crime or vandalism? I hear a lot of anecdotal evidence (mostly from cyclists and trail proponents) that there are no problems, but no hard facts. I don't feel that every homeowner should have to do their own research. I hear a lot of comparisons to the Los Gatos Creek Trail, but I don't know if that comparison is valid either.

3) What effect will using our neighborhood for the Trail have on property values? Is there any difference in the Dale/Heatherstone neighborhood? Differences could easily be hidden by the current hot real estate market.

4) How will the cities indemnify property owners along the proposed routes for financial losses due to crime, vandalism, litter, decreased property values and other financial effects?

5) Removing parking from one side of a street where there are houses is not fair and not safe for trail users. Please explore all options to give existing houses/driveways safe access to the street and parking.

6) Will trail users be using our neighborhood for convenient parking and trail access? This would make life a lot harder for everyone. Is there an option to have parking passes/permits for neighborhood residents?

I have been asking these questions since Day 1. The feasibility study is now done and I wonder if any of my questions will be answered. I think the appropriate time to address these issues is BEFORE the route recommendations are made. Until these questions are answered, how can a recommendation possibly be made on the best route for the "Trail"? And how can you ask the affected homeowners to support the decision? The public meetings have been doing ABSOLUTELY NOTHING to address the FEAR and UNCERTAINTY in our neighborhood.

I have been accused by many trail proponents of selfishness and NIMBY-ism. Every time I ask the person if the proposed Trail route runs right down their OWN street and passes by their OWN home, and so far, the answer has been "NO".

Re: Best Route at this Time:

I think the Creek Corridor option should be built from the Dale/Heatherstone area to Fremont Ave. After that, people on the trail can choose their own route if they want to get to the Blackberry Farm section of the trail, including the bridge across Highway 85 on The Dalles, which is rarely mentioned.

I further think that any money available should be spent on improving the bridges that cross over Highway 85 that are shared with cars (Fremont, Homestead, Stevens Creek Blvd) as well as the Foothill/280 intersection so that more options are available, ideally with dedicated bike lanes. These bridges are not safe for pedestrians or bicycles in their current form, certainly not as access routes to Blackberry Farm. It's very popular to suggest the existing Mary Bridge for Trail access, but to get to Blackberry Farm from the Oaks Center/De Anza College/Bubb Road area is just plain suicidal without improvement to the bridge over Highway 85..

Thank you for your consideration.

Sincerely,
Penny Osorio

Comment #: 626 **Name:** Susan Robertson
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Routing
Comment:

I am a resident of Cupertino and have great concern over routing a 'trail' over city streets and through neighborhoods. One study I have read indicates that you want to build an additional bridge across the freeway.... we already have one under-used over-priced bridge why would you even consider building another less than a mile away.

It seems to me that a true Class 1 trail is just a pipe dream. There is not enough land left to truly make this idea happen. To force bike traffic through neighborhood streets already crowded with cars driving children to school (remember...there are no school buses anymore...) seems more than short sighted.

Be fiscally responsible and spend our tax dollars to upgrade and improve existing infrastructure. Provide new cost effective linear barriers on main thoroughfares with existing bike lanes. Create safe routes for students, commuters, residents to reach retail venues and recreational cyclist and pedestrians to eventually reach the Cupertino foothills.

Consider carefully how to best serve our communities. A bike trail through crowded neighborhoods and over a freeway bridge is not the answer.

Susan Robertson

Comment #: 627 **Name:** Anne Diesel
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Trail
Comment:

I favor the Mary Ave route. The overpass was built at taxpayer expense for bicycles and pedestrians to cross over highway 280. Let's use it.

Anne Diesel

Comment #: 628 **Name:** Diana and Tom O'Dell
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: We Support the Stevens Creek Trail Extension
Comment:

My family lives along Belleville, and we strongly support the trail extension. Having a walkable, bikable connection to the north and south would be a benefit to us and the greater community. My family would enjoy using it.

I believe the Mary Avenue alignment is the worst option, as walking and/or biking next to cars going 40 miles per hour is not a comfortable experience. This alignment also is set to the east of the other portions of the trail. Bernardo, Belleville, or Fallen Leaf would be better options.

We believe a trail extension into Belleville will not disrupt the neighborhood. We currently have a lot of people walking and biking (and driving) up and down the street. Belleville is already an unofficial bike connection for people coming from Foothill to the other portions of Stevens Creek trail, and it's perfectly fine. It's lively and fun, and keeps lots of eyes on the street.

I think these types of projects also improve the value of the neighborhood. An upgrade to Homestead Road nearby to increase the pedestrian comfort and bicycling has made it fun and easy for my kids and I to walk/bike to the nearby coffee shops and stores. More options to do this would be welcome!

Diana and Tom O'Dell

Comment #: 629 **Name:** Ben Roberts
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Don't push a "trail" through residential neighborhoods
Comment:

To. City of Sunnyvale

I walk miles daily through all of the proposed alignments for the Stevens Creek Trail. In Sunnyvale and Mountain View, walkers already have an excellent infrastructure of sidewalks, crosswalks, pedestrian lights, etc. I have found motorists to be very courteous in yielding to walkers and cyclists, even when cyclists are running red lights and cutting in front of motorists.

There is also an excellent infrastructure of bike lanes along Fremont, Mary, and, Homestead that can best be used toconnect the ACTUAL trail. Bedford, Belleville, and Bernardo have very light traffic except for start and end of school at West Valley and Cupertino Middle. Cyclists and walkers use them routinely now. And if one of these is "designated", then there is no reason walkers and cyclists cannot take other routes, like to visit retail establishments on the way.

Any plans to restrict parking in these residential streets or (even worse) make them one-way will create massive protests by the residents along these streets and create a traffic nightmare near the school zones. The vast majority of the attendees at the first two meetings have come out strongly for using the existing infrastructure,and against pushing a Class 1 route through quiet neighborhoods.

While improvements can be made to stop lights, and other infrastructure, pushing a Class 1 through quiet streets is an expensive overkill. Any safety concerns can best be addressed by cyclist education and enforcement of existing law. I think the whole idea of a designated connection alignment is a push by a vocal minority of cyclists to achieve a separation from motor traffic that will not be politically or financially possible except along the actual creek.

Finally, keep in mind that wherever the actual trail ends may become a de-facto trailhead, and require a parking accommodation.

Thank you

Ben Roberts

Comment #: 630 **Name:** Rebecca Keller
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Trail through Belleville neighborhood
Comment:

Hi there,
I live on Bedford Ave and could not attend the trail meetings.

I would like to e press concern about routing the trail down Belleville or Bedford. This small neighborhood has so much traffic and delays already, it would be a huge negative impact on our community. It's hard to even get out of our driveway sometimes with people speeding along for school drop offs and pickups, it would be a danger to small children with more bikers.

Also, the highway 85 access from Fremont often backs up already all the way down Fremont to Grant in Los Altos, making that intersection even busier will affect commuters and all adjacent neighborhoods that use Fremont Ave.

Please consider using Mary Ave instead since it is so wide and accessible and also has the bridge over 280 already built.

Thank you,
Rebecca Keller

Comment #: 631 **Name:** Bob Matkovich
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail Concerns
Comment:

am a 35+ year resident of Homestesd Villa. My main concerns are SAFETY and PRIORITIES.

SAFETY: Our neighborhood has no street lights and no sidewalks. Many Seniors and Schoolkids use the curb and gutter daily---how was the safety impact of the addition of fast moving bikes evaluated? Will I and my wife or grandkids be safe? Will the bike path be 'one' or 'two way'?

PRIORITIES: Who will have 'right-of-way' walkers or bikers?
Will I lose access to my curb parking?
Will the bike path be funded while my street has potholes? We have not had a recoat or slurry coat in 10+ years. On Maxine we have two potholes that we 'dodge' and they are continuously wet(leak?).

I am not against the Trail, however, should I and my neighbors 'lose' so that others can 'win'? These others have many bike paths on Homestead and the existing streets; our
disruption is not a requirement for their beneficial use and enjoyment.

I have read some of the points from the Citizens for Responsible Trails (CRT) and I agree with their input especially Fiscal Responsibility during times of multi Billion deficits.

Bob Matkovich

Comment #: 632 **Name:** Robin Seaman
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Phar Lap / Mann Drive Bike Path
Comment:

Esteemed Representatives

I strenuously oppose the creation of a bike path through a residential neighborhood beloved by residents for its serene beauty. With seven courts and two connecting streets, it poses tremendous hazards for bicyclists by cars entering and exiting these areas.

The detrimental impact on property values will be significant. The restriction of parking to one side of the street will create a parking lot atmosphere and residents who enjoy sitting on their front porches and engaging with neighbors in a low key way will be confronted by whizzing bicycles.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please make use of all the phenomenal existing resources such as the Mary Bridge and the Foothill underpass and spare our lovely community.

Thank you for your consideration

Robin Seaman

Comment #: 633 **Name:** Tessa Ennals
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I wish to record my answers to the two questions posed at the Community Input Meetings and also to make two further points about the Feasibility Study. I have lived in Cupertino for over 40 years and my thoughts mainly concern that part of the trail.

Question 1. What are your trail alignment preferences? Why are they important to you?
Ideally, the continuation of the trail would be exactly like much of the existing portion, that is, along the creek, separated from traffic and somewhat rural in nature. It would also be pedestrian (see Comment A below) as well as bicycle friendly with bicycle speed regulated. However, this ideal cannot be achieved because the route to do this is simply not available. Designating bike lanes as a trail is both misleading and dangerous. Therefore, the south end of the existing trail should have a sign "End of Trail." Users of the trail would then know that they will no longer be separated from cars and need to find their own preferred routes to their desired destination. Maps on a board showing options at this point would be helpful. Trail users should not be directed to any particular route designated "Stevens Creek Trail" because it will not be a trail in the proper sense of the word but simply a bike lane.

We already have bike lanes that offer a number of route options in the area. Specifically, we already have the Mary Avenue/Burnett Bike Bridge—we should make full use of this. This route between Sunnyvale and Cupertino gives access to De Anza College and, by traversing the campus, to McClellan Road. Foothill Expressway is already greatly used by cyclists especially at weekends, and has the potential for an upgrade to the bike lanes to make them safer. Many cyclists use this route on weekends to go up Stevens Canyon. Several main roads in the Sunnyvale/Los Altos area also have existing bike lanes. Rather than spend a huge sum of money building another bridge and invading several quiet neighborhoods in the area under discussion, let's maximize the infrastructure that we already have.

Question 2. What trail alignment options and characteristics do you NOT prefer? Why?
My answer to this flows directly from my last comment. Under no circumstances should the extension to the Stevens Creek Trail involve neighborhoods that are not currently throughways. When such neighborhoods were developed they were not designed for through traffic of any kind—they were designed for the residents to have peaceful, safe streets where there would be no speeding vehicles (including bikes). All such neighborhoods contain many driveways and frequently cul de sacs that feed into a principal street, which in turn exits onto a main city street. It would be unsafe to say nothing of being expensive to introduce commuter or even recreational bike lanes into such neighborhoods, be they in Sunnyvale, Los Altos, Mountain View or Cupertino. The potential for cars backing into bikes and bikes hitting children and seniors would be enormous. Currently such neighborhoods are pedestrian friendly—many senior citizens and parents and grandparents with baby strollers get their exercise on these quiet streets. Also, adding multiple stripes to the roadway to designate bike lanes would unnecessarily deface neighborhood streets. Much better to let cyclists disperse themselves onto numerous routes rather than concentrating on one street.

Comment A
It disturbs me that the emphasis in both the Feasibility Study and at the public meetings is on bicycles with only lip service given to pedestrians. I hope that any future discussion will include the safety and enjoyment of pedestrians on whatever routes are ultimately chosen. The current trails in Cupertino's Blackberry Farm and McClellan Ranch are most enjoyable for pedestrians. At this time very few cyclists are in evidence although it is a great place for families. I would not want these trails to become cycle freeways as they might if this corridor became popular as a throughway. Many of the speakers use the current Stevens Creek Trail for commuting, hence my concern. Cupertino City Council, please take note!
I do hope that those who make decisions concerning the trail will consider the needs and desires of residents and will not be swayed by a few vocal cyclists whose own neighborhood and quality of life will not be affected.

Comment B
As a resident I attended an earlier public meeting some two years or so ago where options for the Stevens Creek Trail were discussed. After that everything went quiet and, I suspect, somewhat underground. It bothered me to learn, at the recent public meeting that discussions had been taking place by way of "Citizen Working Groups" and that the "Friends" have been somewhat active in the preparation of the Feasibility Report. I do think the City Councils should have kept residents up to date on what has been happening in the months leading up to the recent meeting. I do appreciate the opportunity to give input there and by this e-mail, but feel I would have been better prepared by knowing that the study was in progress and that decisions are imminent.
Tessa Ennals
Cupertino Resident

Comment #: 634 **Name:** Glenn Kitasoe
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

We live on the corner of Bedford and The Dalles and would be impacted by this so called trail unlike the real trails in Mt. View. Bedford Ave is already impacted with parents dropping off their kids on the Bedford side of West Valley along with Belleville side it is busy street. We also have Stanford Clinic opening on Fremont and Belleville which is going to increase traffic too. With the back up at 85 and Fremont with signal light controlling access to 85, drivers are cutting through our neighborhood now. This is without the Clinic open yet.

With all the money issues why do they want to disrupt neighborhoods when there already exists bike paths and beautiful bridge over 280.

From the beginning the questions of all the residents at the first meetings were how would you like the bike trail coming through your neighborhood landscaped, not what do you think about a bike trail coming through. It was so one sided.

From the very beginning and each meeting we have attended we have advocated

1) Utilize and upgrade existing infrastructure

2) Minimize impact

3 Fiscal responsibility

Sincerely
Glenn Kitasoe
--
HAVE A GREAT DAY!

Comment #: 635 **Name:** James Lee
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Intersection of Bernardo and Fremont ave is extremely dangerous for bikers
Comment:

Dear Sir/Madame

I live in S Bernardo Ave between Fremont ave and Homestead Road. As a stay home mom, I drive my kids to places in the past 12 years. Seriously speaking, without any bias, the intersection between Fremont ave and Bernardo ave is extremely dangerous for bikers especially when you are attempting to make a left turn from S Bernardo to West Fremont Ave. As a mother, I strongly against this idea to open a potentially deadly bike lane to locality close to Elementary and Middle Schools. I truly hope yours committee will not regret in the future find out yourself made a very stupid decision based on certain interest groups who do not have children live around this area.

Every one loves to bike on a trail. A trail like Fallenleaf lane which is full of trees, the shortest distance to connect Foothill express to the bike trail and is close to Mountain View High School. It is beautiful, safe and cost least among all other trails options. I am sad to see politics and money and power of rich people play such a big part of making this trail so complicate. Is it really who talk louder wins??

Lastly, I really wish your committee will put aside all those politics or pressure from those rich and powerful, think and plan logically, like you have a young child who live in this area, "what kind of bike lane do you wan" that kind of thinking. One elementary school and one middle school make up 1000 kids who are not very good at making good decision to cross the dangerous intersections right in front of a very busy Highway 85.

Thank you for listening

Lee

Comment #: 636 **Name:** Ritsuko Liz Iwasaki
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven Creek Trail
Comment:

I do not think that Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. are a viable options. We should minimize new impact and get maximum use from existing infrastructure.

Ritsuko Liz Iwasaki

Comment #: 637 **Name:** M. Joshi & A. Kelkar
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hi Council members

We live in the Serra Park neighborhood and would like to comment on the the proposed trail expansion on Bernardo.

1. Making Bernardo a one way will likely increase a lot of traffic on the streets like The Dalles and Wright
2. There is no access to the trail along Bernardo and biking along a wall is no fun anyway.
3. The existing bridge across 280 on Mary should be put to good use, since as a community this bridge is hardly ever used, We should have the trail go along Mary, which is a bus route and a busy street anyway.

We see no reason to increase traffic in the Serra Park neighborhood all days of the week, for a biking trail that is used mainly on the weekends, and furthermore the trail is not a trail anyway.

Thanks
M. Joshi & A. Kelkar

Comment #: 638 **Name:**
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject:
Comment:

I put off trying to commute to work by bicycle for years. But last week I started commuting to Mountain View's North Bayshore along the Stevens Creek Trail. It's no surprise that the best part of the trip starts when I arrive at the trailhead at Dale and Heatherstone, and ends when I part ways at La Avenida.

I'm planning on making it a regular effort, primarily due to the safety improvements that Mountain View made in recent years by creating the Moffett and Dale/Heatherstone connectors. But it would make my commute so much safer to continue the uninterrupted Creek Corridor and Pedestrian/Bike path all the way to Homestead — and I only wish there was only some way to continue it uninterrupted farther south, to Stevens Creek Reservoir and beyond.

The benefits of a trail uninterrupted by vehicular traffic cannot be overstated, and it is especially important for the trail's youngest users.

I live immediately adjacent to one of the proposed alignments, and I fully support the efforts to improve pedestrian/bicycle access along the Stevens Creek Trail.

Thank you,
Cupertino Resident

[Please omit my name and email address, thank you!]

Comment #: 639 **Name:** Toby A. Smith
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Comments on Stevens Creek Trail Study
Comment:

June 9, 2015

City of Sunnyvale
Attn: Public Works – SCT
456 W. Olive Avenue
Sunnyvale, CA 94086

Dear CWG and JCWT:

As referenced in the City of Sunnyvale's Stevens Creek Trail Study website written comments are to be emailed to SCTfeasibilitystudy@sunnyvale.ca.gov, no later than 5:00 p.m. on June 10, 2015.

The District is in receipt of the report titled, "Four Cities Coordinated Stevens Creek Trail Feasibility Study. There is one alignment option found in Chapter 3 and one pedestrian/bicycle-path option found in Chapter 4, that the Cupertino Union School District would like to make comments on.

Option Description
Report Page No.
District Comments
Belleville Way Alignment Option
51
Removal of parking is of concern to the District. West Valley Elementary is located on Belleville Way and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Any removal of parking will create issues, etc.
Bernardo Ave. Path
63
Changing Bernardo Ave. to a one-way street or removal of parking is of concern to the District. Cupertino Middle School is located on Bernardo Ave. and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Changing Bernardo Ave. to a one way street or any removal of parking will create issues, etc.

Sincerely,

Toby A. Smith

Comment #: 640 **Name:** Jonathan McCune
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Thoughts on SCT improvements
Comment:

I am a bike commuter and parent of small children. Any improvement is wonderful, but to me they sort into two categories: (1) so safe from cars that I would take small children on the trail, and (2) safer so that I and other bike commuters might practically live further from where we work.

A residential street does not, to me, meet the bar for being safe enough to go out my way to take my small children on it. I'd prefer to use the residential street where I already live.

I also am *not* especially cost-conscious. This kind of infrastructure is in my opinion money well spent. For example, even if the best result is a separated lane along a major road, it may still be worthwhile to consider building bridges over busy intersections. Even with traffic lights, etc., cars on roads with multiple lanes in each direction are not looking out for cyclists. As an experienced cyclist, I am able to manage this risk. However, I would not advocate that beginners - even adults - go out and do so.

Thanks for all of your work!

-Jon

Comment #: 641 **Name:** Kevin Lau
Date: 6/9/2015 **Jurisdiction:** No **Supplemental Document:** No
Subject: Comment ON THE SCT FEASIBILITY STUDY
Comment:

Having a safe bike and pedestrian passage from Mountain View to the Don-Burnett would be wonderful and encourage me to bike to work more often from San Jose to Mountain View. I think the most helpful path would be the Green "Creek Corridor and Bernardo Paths" alignment option.

Further extension down towards De Anza college would also be really helpful.

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Comment #: 642 **Name:** Kerry Loftus/Sunil Frida (Caroline, 12; Jack, 10; Katie, 8 and our dog, Gracie)
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: We oppose the Fallen Leaf alternative
Comment:

Representatives,

We are writing in opposition to the alternatives in the current feasibility study and most specifically opposing the option to reconstruct Fallen Leaf Lane with a trail extension. We don't believe any of the proposed options are optimal and would ask that the representatives re-look at the options that have been on the table for the last 7 years.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. In this case, Fallen Leaf Lane already has significant safety issues between competing speeding cars and kids, grandkids and pets going for a simple walk.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Please reconsider the current alternatives - specifically the alternative to drastically alter Fallen Leaf Lane in support of building a permanent connection. Existing bike lanes on Grant Road, Mary Ave. and Fremont could be enhanced to achieve the same desired result.

Thank you for listening and considering,

Kerry Loftus/Sunil Frida (Caroline, 12; Jack, 10; Katie, 8 and our dog, Gracie)

Comment #: 643 **Name:** Sandra Mitro
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

My name is Sandra Mitro. I am fourth generation living in Los Altos. Los Altos is no place for a Trail. There is no land.
I have lived on Fallen Leaf Lane for 32 years. It really upset me at last nights meeting when a gentleman said that the trail should go down Fallen Leaf Lane because it is a quiet street. Yes, it is a quiet street, which is why we choose to live there. We pay the big bucks to live in a quiet neighborhood. I do not want that to change.
I DO NOT WANT A TRAIL DOWN FALLEN LEAF LANE.
I DO NOT WANT THE LIABILITY OF HAVING A TRAIL IN MY FRONT YARD.
I DO NOT WANT A TRAIL DOWN ANY RESIDENTIAL STREET.
I DO NOT WANT TO SEE ANY GHOST BIKES BECAUSE BIKERS, WALKERS, RUNNERS THINK THEY ARE SAFE.
I DO NOT WANT SIDEWALKS OR STREETLIGHTS. IF THESE ARE NEEDED, STAY OUT OF MY NEIGHBORHOOD. WE SURVIVE FINE WITHOUT THEM.
Yes, this upsets me. When I bought my home, my main criteria was to live on a street that had no lines painted on the street. To me, that meant a quiet neighborhood. Please do not take this away from me! Why is a strangers enjoyment more important than mine in my own home? I pay the taxes here, not someone passing through.
Please do not ruin my dream of living on a quiet street.
Thank you,
Sandra Mitro

Comment #: 644 **Name:** Carol Pugh
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments re: Stevens Creek Trail proposals
Comment:

To: Stevens Creek Trail Feasibility Study

I would like to publicly state my support of the Citizens for Reponsible Trails position. I am definitely for the building of a trail - we use the Stevens Creek Trail, beginning in Mountain View, as a recreation site - however, I can not support the trail options of either Bernardo or Fallen Leaf. As a parent of a current middle schooler and with one still to come, Bernardo is a crazy place to drive, let alone bike. As a resident of the Grant Park area (I don't live on Fallen Leaf, but I do live a couple of blocks away.) creating a pathway on existing streets where cars back out of driveways, many people regularly walk/jog with their kids and dogs, and there are no existing sidewalks is equally unsafe. Not to mention the fact that using 9' of land on either side of the current boundaries of Fallen Leaf will necessitate removal of many mature trees.

Please keep looking at other options that will utilize and/or improve existing infrastructure, particularly the new Mary Ave. pedestrian/bike bridge over 280! It is not fiscally responsible to build another bridge at great cost very close to the existing bridge.

Thank you for your time.

Carol Pugh

Comment #: 645 **Name:** Tom Winant
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

To Members of the Los Altos City Council:
Jan Pepper, Jeannie Bruins, Jean Mordo, Mary Prochnow, Megan Satterlee
CC: Stevens Creek Trail Feasibility Study Group

Please see my letter regarding the Stevens Creek Trail Feasibility Study, attached.

Very Respectfully,
Tom Winant

Comment #: 646 **Name:** Joel Headley
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: extend the trail!
Comment:

Dear Staff, Working Group Members, and Council Members,
We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting. Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thanks,Joel HeadleyLos Altos, CA

Comment #: 647 **Name:** Jon Kannegaard
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek trail.
Comment:

I've lived in Sunnyvale for 63 years and have been cycling its streets and those of the surrounding areas since the valley was all orchards. I still cycle a great deal. But things are very different than they were in the '50's. Indeed, they are different than they were in '00s. The population has mushroomed. The roads are crowded. Texting while driving is common. The streets even with bike lanes, green paint, and Share the Road signs are hazardous places even for savvy, experienced, alert, cautious cyclists.

But in our midst is the Stevens Creek Trail, a little bit of paradise for cyclists (and runners, and bike commuters, and dog walkers, and roller bladers and stroller pushers and just plain walkers). It is such a joy to get off the roads and on to the trail. It's the best park we have. It's terrific.

I greatly appreciate the recent extension to Heatherstone as do many others judging by the bike traffic there on weekday mornings. Every extra inch of real trail we can add will be used and loved by me and by many others.

Improving the bike lanes on the streets is nice but it is nothing like having a path away from the cars.

Jon Kannegaard

Comment #: 648 **Name:** Sue Tippets
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Draft Stevens Creek Trail Feasibility Study
Comment:

Thank you for providing the draft feasibility study to the District for comment. As identified in the study there are several pinch points along the creek where a structure to accommodate a trail is proposed. A seasonal trail is also proposed under the Highway 85 bridge.

There is insufficient detail at this point to opine as to the potential impacts and feasibility of proposed structures at the pinch points. Completion of further structural, hydraulic and habitat studies will assist in identifying any constraints. A seasonal trail undercrossing the freeway may not be practical based on the experience with the Highway 101 undercrossing of Adobe Creek (which will soon be replaced with a freeway overcrossing). Sue Tippets

Comment #: 649 **Name:** Rhonda Lee
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I live one block away from Newcastle Drive in Los Altos and I would love to see the trail build. I have enjoyed bicycling with my family on the trail in Mountain-View.
My preference for the trail route is either Bellevue or Bernardo (as close to the creek as possible).

Recently, the city of Los Altos has painted a white line on Newcastle Street designated for bike lane, and I have witness cars has slow down tremendously.
Eva street in Los Altos is being used as a trail route going into Rancho San Antonio, and I have seen cars driven slower on that street.
Lucile Packard Children clinic will be opening soon in the corner of Bellevue and Fremont, and I can anticipate traffic will back up during certain hours.
Drivers will try to find a way around this backup, and eventually will go down either on Fallen Leaf or Newcastle.
Personally, I prefer not to use Fallen Leaf as a designated trail as I want those cars to zip down Fallen Leaf instead of Newcastle.

Thank you.
Rhonda Lee

Comment #: 650 **Name:** Kim Gladfelter
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's Creek Trail
Comment:

To Whom it May Concern,
The proposed trail through the Sunnyvale or Los Altos neighborhoods should be well thought out in regards to traffic. The proposal to put the trail on Belleville or Bernardo would cause huge traffic congestion and compromise the safety of the kids. Traffic during school drop off and pick up is already congested on these streets and too narrow to add a trail to this congestion. Also, putting a trail down residential streets will cause a problem with parking for residents and difficulty getting in and out of driveways that would compromise the safety of the trail users. It would be a safety hazard to make it difficult to get out of any driveways during times when there might be a big event or weekend when the trail is used a lot. It would make most sense to keep the bike paths the way they currently are and let trail users make their own choice about how to go through to continue on their routre to avoid congestion on neighborhood streets. This way there will not be one street severely effected by the potential additional congestion. This will also save a lot of city money that can be used for a more critical purpose.

Comment #: 651 **Name:** Sheila Jones
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail into Sunnyvale
Comment:

To the city of Sunnyvale regarding the various proposals for continuing the Stevens Creek Trail into Sunnyvale:

As you know, one of the routes being considered is through our neighborhood down Belleville or Bedford/Barton. I have a concern about this choice because of the many safety issues. Since there are only 2 entrances and exits into and out of our neighborhood, we can't afford to lose any lanes that we have now, to allow emergency vehicles - or us - easy access to and out of our neighborhood.

As you know Barton, Bedford and both ends of Belleville are already impacted by vehicles dropping off and picking up kids. From personal experience it is not a safe time to be in the area at morning drop off and afternoon pick up. Those drivers (Parents) are crazy-scary and daily put our neighbors and their kids at risk.

Two options to consider that would not affect small neighborhoods such as ours include routing it down Mary Ave and over the very expensive bridge which was built expressly for the purpose of trail extension. Another option would be routing it down Fremont Ave to Grant Rd and on to Foothill Expressway. There is already a bike trail on Fremont Ave. which could be used for this route. If you like either of these options, that would be something to let the feasibility study people know about.

Sheila Jones

Comment #: 652 **Name:** Tom,Winant
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Stevens Creek Trail Feasibility Study
Comment:

Dear Council Members,
I am resending my letter regarding the Stevens Creek Trail Feasibility Study to correct unreadable text, and correct a typo, on page 1. Please note that I am sending as two separate pages. Please discard the version sent previously.
Very Respectfully,
Tom Winant

Comment #: 653 **Name:** Nancy Rubin
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Greetings,

I am a homeowner on Phar Lap Drive in Cupertino, and I'm worried about backing out of my driveway with bicycles zipping by on the proposed trail, and pedestrians walking past.

This proposal seems like a setup for a terrible accident.

Yours truly,
Nancy Rubin

Comment #: 654 **Name:** Alexander Ko
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail extension
Comment:

Hello,
I am an avid cyclist and I use the Stevens Creek Trail several times a week. I particularly like that the trail goes far North and South. I'd love to see a real trail connecting Mountain View to Cupertino.

I also really enjoy the part of the trail that is blocked off from the road on San Tomas, leading up to El Camino. I wish more of the trail could be like this! I feel much safer on this part of the trail, and it is much more enjoyable (I can concentrate on the trail instead of cars).

Hope to see more of the trail built out as nicely!

Best,
-Alex Koo

Comment #: 655 **Name:** Karen Cockerill
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Committee,

As a resident of Cupertino, I am not opposed to a Stevens Creek Trail "route", but only in favor of one if it can be done in a manner that is financially responsible, uses existing infrastructure as much as possible and does not negatively affect established neighborhoods. However, I am opposed to having a new bridge built when there is already the existing Mary Ave bridge about 1/2 mile away.

As a homeowner and resident of Homestead Villas, I am not in favor of our neighborhood being used as a main route or having a bridge built in our neighborhood. I am not in favor of ANY neighborhood being used for this project that would alter the integrity of that neighborhood. There are existing routes that could and should be used instead of impacting established communities. Homestead Villas is a small, quiet neighborhood, with minimal traffic which basically comes from its residents, and we are basically crime free. We do not have street lights or sidewalks and prefer it this way. We still have block parties. There are 2 streets leading into and out of our neighborhood, with no other outlet. Traffic that would be brought into our neighborhood as a result of a major bike path or bridge construction would negatively impact the neighborhood and its residents. A project such as this would forever alter the character of our neighborhood. Many of us have lived there for years and enjoy the safety the neighborhood offers. WE LIKE IT THIS WAY!

As a Cupertino and Homestead Villas Homeowner/Resident, I am urging the committee to respectfully consider the impact any decision will have on it's residents.
If the Stevens Creek Trail cannot be completed without negatively impacting it's citizens, then maybe it should not be done.

Sincerely,
Karen Cockerill

Comment #: 656 **Name:** Craig Hofstetter
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: SCT Citizen Public Comment
Comment:

Dear Sirs:

Unfortunately, none of the trail alignment options contained within the feasibility study will come anywhere close to providing the positive experience of either the Mountain View or Cupertino sections.

With that reality in mind, I believe the trail alignment choice should be based on the principles being advocated by the Citizens for Responsible trails. These are:
Fiscal Responsibility
Utilization and Improvement of existing infrastructure, as opposed to new construction
Minimize new impact on existing neighborhoods as much as possible.

Regards,
Craig Hofstetter

Comment #: 657 **Name:** Collette Nedelchev
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: extension to "steven's creek trail"
Comment:

Hi, My name is Collette Nedelchev and I am a Sunnyvale resident.

Steven's Creek trail should stay off residential streets particularly where schools reside. We need to maintain the safety of kids walking to school. Keep the trail on Mary where there is not a school and there is an existing bike lane. This way public safety, neighborhood integrity and home values can be maintained. The point of the trail is to give people exercise and they can get a little more by taking Mary. In the Feasibilty study Mary was chosen as the best route. The study and research needs to be honored.

Thank you!

Collette Nedelchev
Home Owner

Comment #: 658 **Name:** Lorrie Kitasoe
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creel Trail
Comment:

I too believe we should stick w/ existing bike lanes regarding the SCT running through Sunnyvale. It was mentioned at one of the meetings that people need to have a clear cut path of where the SCT goes through Sunnyvale. Many bicyclist say they just "go" and don't need to have bike lanes showing them where they need to go. I believe that. If they don't know where they are going, why not use an App or Google Maps to figure out how to get to the SCT from wherever they are?

If new bike lanes are put in, does that mean more signs will go up indicating where the bike lanes are? One look down Homestead (starting from Foothill) Mary/Hollenbeck/Fremont Aves. you can see the abundance of signs indicating a bike path and ones that show a bike is going the wrong way. (If you know the "rules", do you need signs like that?) And aren't most of us aware if a bike path is present on the road? (I do understand the need for the no parking signs). I feel there are just too many signs cluttering up the area almost to the point where you don't even pay attention to them. I noticed the sign around Homestead/Belleville that indicates the SCT, but you can almost miss seeing it due to the sign clutter. Please, let's stay w/ what we have.

Sincerely,
Lorrie Kitasoe

Comment #: 659 **Name:** Bruce Bonke
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Input regarding the Stevens Creek Trail
Comment:

I live on Barton Drive (Belleville Way neighborhood) in Sunnyvale and have attended every Joint Cities Working Group meeting, every Citizens Working Group meeting, and most public meetings.

I appreciate the fact that the City of Sunnyvale has provided an opportunity for the community to submit feedback. You will undoubtedly hear from a unified group of neighborhoods that advocate for trails that utilize existing infrastructure, minimize new and potentially disruptive impacts, and that maintain a fiscal responsibility. It is truly wonderful that neighborhoods that could potentially point fingers at each other regarding a best route have come together with a unified and thoughtful stance. You will also likely receive input from individuals that want to fulfill the dream of the 'Stevens Creek Park Chain' that was originally outlined in 1961. The one thing that we can all agree upon on is that it would be wonderful if we could recreate the experience that one has when using the existing trail that extends from Mountain View out to the Bay. It would be a great gift to this generation and those to come. Unfortunately it is not a possibility given the lack of access to the creek corridor itself south of Fremont Ave.

As to not be redundant to other input you will receive from the public, I'd like to use this as an opportunity to bring to light a few other items to consider.

Glaringly missing from this dialogue has been what has been the official stance from the Cupertino Union School District? Two of the routes still being considered run directly in front of West Valley Elementary and Cupertino Middle School. Both of those would require either removing parking or creating one-way streets. From a pure transportation and security standpoint you would think that the district would be a very important stakeholder in the SCT feasibility project. On the other hand with existing bike lanes on Mary Ave. and the existing $15M Don Burnett bridge already in place, a trail that utilizes Mary Ave could be very attractive to CUSD. Only the district could answer that question. Why has the district not weighed in on this or have they purposely been excluded? If conversations have taken place between policy makers, SCT committees, and CUSD there should be public transparency as what transpired during the discussions. In my opinion CUSD should have been proactively asked to release an official policy statement given the affect that the trail could have on them.

Throughout the entire feasibility study process the public has been told two contradictory statements. First that the purpose of the trail is to provide a single route from the last segment at Dale/Heatherstone to the section that begins at Blackberry Farm. The project manager hired by the City of Sunnyvale has stated this many times during meetings. Yet the Draft Feasibility Report itself gives an overview of end-destinations in Chapter 1 – Purposes and Benefits (subset of the total list below):

Parks: DeAnza Park, Mango Park, San Antonio Park, Grant Park, Mary Ave Dog Park

Schools: Montclaire Elementary, St. Simon Elementary, De Anza College

Transit: VTA Bus Route 53, VTA Bus Route 51 and 55

Other Attractions: Foothill Crossings Shopping Center, Woodland Branch Library, The Oaks Shopping Center, Cupertino Senior Center

Page 17 of the Draft Feasibility Report states that: "The trail could facilitate bicycling and walking to local shops, restaurants, post offices and libraries along the route."

I live in the Bellevue neighborhood and would not go out of my way to get on a trail that used Bernardo Ave. or Fallen Leaf Lane. Nor would residents of those neighborhoods go out of their way to get on a trail that used Bellevue Way. The shortest distance between two lines continues to be a straight line and people are smart enough to know how to get from point A to point B depending upon their requirements. So when you net this out you have to ask yourself who would actually use a designated route. Take into account all of the possible trail uses and end-destinations and this leaves you with a concept that doesn't make sense.

My suggestion is to not waste any further money or time on this project until the above items are fully vetted.

Bruce Bonke
Barton Drive, Sunnyvale

Comment #: 660 **Name:** Mary Dateo

Date: 6/9/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No

Subject: STEVENS CREEK TRAIL FEASIBILITY STUDY

Comment:

Please do extend the bike trail- it's a huge plus for the quality of life in this area,
and will become more-so as the population continues to grow.

I support the Friends of Stevens Creek Trail recommendation, so that the path is keep separate from traffic.
The Friends of Stevens Creek Trail favors bicycle and pedestrian trails that are direct and completely separated from motor vehicles.

We encourage the Four Cities to move forward with a Master Plan for the Creek Corridor/Bernardo Avenue path, a trail between Dale/Heatherstone and Homestead along the creekside public land and Bernardo, because it is the only alignment option identified in the feasibility study that is completely separated and most direct. As for the segment 3 route from Homestead to Stevens Creek Blvd, we would like a route that is direct, easy, and safe for children and families. We think further study is needed for this segment.

Please maximize the trail and minimize any encounters with streets,
for safety, for the aesthetic experience, and to minimize stress for both cyclists AND for drivers.
A separate path will help keep congested traffic from getting worse.
A path that makes use of current roads seems very likely to make traffic congestion worse.

Regarding the use of Bernardo- I realize that making Bernardo 1-way in the Fremont-to-Homestead section, or removing parking space, could be an inconvenience to Bernardo home-owners. My expectation is that the path installation would include tree and shrub plantings to help separate the street from the path, which would present a much more attractive view for the homeowners on Bernardo.
If the decision is made to remove parking and keep a 2-way street, might the homeowners be offered the option to have part of their parking strip (where they exist) , and maybe even their sidewalk, converted to parking space?
Possibly each block could be allowed to decide which option (1-way, or removal of parking) they prefer?

Please make the necessary investment to extend the trail, and to keep it as separate as possible from traffic.

Regards,

Mary Dateo
Mountain View

Comment #: 661 **Name:** Frank Fejes
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Feedback
Comment:

Dear Council Members,

My name is Frank Fejes and I live at Fallen Leaf Lane in Los Altos with my wife, Ampy, and two children, Isabelle and Benjamin (ages 12 and 10, respectively). We have lived in Los Altos since moving out from Chicago in 2011 and we selected it in large part because of its beautiful neighborhoods and wonderful schools. I'm sure I don't need to sell anyone on the virtues of Los Altos. It is an excellent place to live and raise children. So, after a couple years of renting, we were fortunate enough to be able to buy our own home last year on Fallen Leaf Lane and we absolutely love it.

The news of a bike "trail" on Fallen Leaf Lane running straight in front of our house and onto Fremont has taken us by quite a surprise. Right now I feel sad that our beautiful neighborhood would be irreparably damaged by this project. I feel disappointed that plowing a gaudy green painted path through our Los Altos residential roads is even considered as an option. And I feel betrayed by our Los Altos representatives who should be working to preserve our own interests and our beautiful town.

I understand the desire for more bike options, but plowing a disruptive path through our residential area is not the answer. It would increase congestion in an area that is already too busy near Fremont. It would be dangerous for the residents and for the bikers since there are many driveways and many intersections. It would diminish the property values that we are all so heavily vested in. In short, it would have a terrible impact on many Los Altos families.

Please, I beg you, do not push this path through Fallen Leaf Lane. Thank you.

Frank Fejes

Comment #: 662 **Name:** Nancy Claunch
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevesn Creek Connector
Comment:

Study Group & Los Altos City Council

It would be wonderful to have a peaceful safe nature trail, away from city streets.
But, there is NO land for a Trail between Fremont Ave and Homestead Road.
We cannot give these people the experience they're asking for because there is no open land for a trail.

At this point the trail becomes City streets……. "Connectors".
Now we need to decide which "connector" would be the best & safest route.

The Feasibility Study options to connect from Fremont to Homestead are:
Mary Ave, Bernardo Ave, Belleville Ave, Fallen Leaf Lane and Fremont/Grant Road.

Bernardo Ave., Belleville Ave. and Fallen Leaf Lane are not desirable options. These residential streets have driveways, stop signs, blind curves, high tension wires, schools and children at play.
Please remove them from the proposal.

Mary Ave and Fremont/ Grant connector both have existing bike lanes.
Unlike the residential streets, Mary Ave and Grant Road are currently used as major thoroughfares to move people from Fremont Ave. to Homestead Rd. (and Foothill Exwy).

My preferred option is Knickerbocker/ Bernardo/ Remington/ Mary Ave. to the $15 million dollar Bridge that was originally built to connect the north and south ends of the Stevens Creek Trail. This option offers wide streets with existing bike lanes and sidewalks up to Mary Ave where you could use the money to enhance the street and make it safer.
From the Bridge….Use the Cupertino Bike Plan that would bring the cyclists through DeAnza College to McClellan Ave. to Blackberry Farms to keep cyclists off Stevens Creek Blvd. This route directly connects the cyclists with the portion of the trail that is completed from BlackBerry Farms to McClellan Ranch Preserve.

The Fremont / Grant Rd. connector has safety issues.
Fremont Ave is congested, and the new Stanford Bldg. at Bellville will add 60 patients per hour, plus employees, and will be open Saturday mornings from during peak biking hours.
The trail "connecter" would cross right over the driveway of the Medical Bldg.
We all need to work together to make this route safer for cyclists, pedestrians and motorists.
If for some reason Los Altos is itching to get their hands on some of this money, Fremont/Grant Rd is the route I would choose if you feel you must come through our city, rather than using the original Stevens Creek Trail Plan of Mary Ave to the Don Burnett Bridge. Use the money to make Fremont safer and implement the 2012 Bike Plan.
Let's use the money to improve our community while supporting bikers and hikers. Roads like Grant Road with its schools and many churches could benefit from infrastructure improvement alongside the enhancement of the current bike lanes.
I suggest placing signs at Dale/Heathersone end of the trail and Let the cyclists decide it they want to go Cupertino over the Bridge OR the route via Fremont/ Grant.

We hope the Los Altos City Council will represent the people of THIS community.

Thank you

Nancy Claunch

Comment #: 663 **Name:** Ed Bloom
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: who gains from the residential trail
Comment:

My name is Ed Bloom. By petition, I represent about 96% of the 128 homes in Homestead Villas, Cupertino, one of the cul-de-sac areas you are threatening to change with the new Stevens Creek Trail. I've been trying for years to figure out who would gain from having this trail go through residential areas.

Bicyclists wouldn't gain.
A bicycle route 100 feet from a creek with homes hiding it so it can neither be seen nor heard is no more beautiful than a safer route half a mile away.
Bicyclists think they want a quiet secluded route watching birds and hearing babbling brooks. On residential streets, they need to be watching and listening for cars and pedestrians. What they need is the safest route to get to a park, where they can watch birds and hear babbling brooks. In residential areas, people backing out of driveways have a hard time seeing bicyclists. Bicyclists are safest on well-known straight routes, where they are expected to be and where they can see and be seen for the greatest distance. One of our most popular bike routes in the county is the 45mph Foothill Boulevard. Bicyclists don't seem to be afraid of the speed. What they could use are some green painted bike lanes to show where they cross to make a left turn. It is so popular that Foothill Plaza has limited parking to 90 minutes so bicyclists parking their cars don't keep their customers away. On one of the new trail routes, bicyclists would share the 18 foot road with cars and pedestrians on a street with no sidewalks instead of going down Mary Avenue which is 80 feet wide including 2 nine foot sidewalks. The new route would be the width of the old route's sidewalks and bikes would have to share it with cars and pedestrians.

Homeowners along the trail wouldn't gain.
There's no way their home value is going to increase because of the trail. They'll lose 6 feet of their lawn. They'll lose parking in front of their home. They'll lose parking across the street and in the entire area because of bicyclists parking their cars to start riding the trail. Traffic will increase by 50 to 700 bicyclists a day (18,250 to 255,500 per year). Some of these thousands of strangers are going to drop trash, stop and look in their windows and may even come back at night for a visit. Homeowners will have to be more watchful when they let their children out to play. We really need to see some statistics on crime and homelessness along residential trails.

Taxpayers wouldn't gain.
They would see $40,000,000 or more of the money they pay in taxes going for something that is unsafe, disruptive and a poor duplicate of a nearly complete trail down Mary Ave and over the $15,000,000 Burnett Bridge. They would build a new bridge in between the Burnett Bridge half a mile to the east and the 280 and Foothill Blvd. underpass half a mile to the west.

Politicians wouldn't gain.
I'm betting homeowners would vote for Attila the Hun against any politician who supports one of these residential trails.

Lawyers might gain.
I really cannot see homeowners who face losing their secluded, quiet neighborhoods giving up without a fight. Lawyers would sue for loss of privacy, loss of value, pain and suffering and many other reasons.

The only people who really gain, can't lose:
The ones who received some of the $187,000 the VTA and city governments have spent to promote the feasibility study.

Comment #: 664 **Name:** Alex Koo
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Re: Stevens Creek Trail extension
Comment:

Oops, sorry, I mixed up that part with the San Tomas Aquino Trail. But still, the Stevens Creek Trail is fantastic. It would be even better to see a trail connecting MV to Cupertino.

Hope it works out!

Comment #: 665 **Name:** Vicki Headley
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: another way to make it a GREEN belt
Comment:

Dear people

Why not just let people find their own way from one end of the trail to another. This seem like a sensible solution. Joggers and bikers do it all the time when they run out of viable trails. Going through neighborhoods exists now and nobody gets upset that people walk or ride bikes on their street. People have gadgets that measure their miles, or they can calculate it on google maps and probably other map website. The solution to a GREEN belt doesn't have to be CONSTRUCTION. Let's preserve the green that we have and not deconstruct the infrastructure that we already have in place. This should not be about contracts and jobs. This should not just cater to people who like trails for running and biking. This should be about the least impact on the environment. That is a meaning of GREEN.

There is not a way to follow the creek in any of the proposals suggested.

Sincerely,

Vicki Headley

Los Altos Resident blocks away from any of the proposals.

Comment #: 666 **Name:** Elaine Nelson
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fallen Leaf "Trail"
Comment:

Dear Los Altos Representatives,

I have lived on the 1900 block of Fallen Leaf Lane for more than 15 years. I am writing to state that I am opposed to including Fallen Leaf Lane, Los Altos, as part of the Stevens Creek trail.

In addition to the environmental and visual impact it will have by destroying mature landscaping, this plan, if implemented, will become a significant safety issue. We have had several houses robbed on our block of Fallen Leaf Lane, including ours this year. Our side door was violently kicked down, a weapon was found on our bed and our teenage daughter missed walking in on this active crime by 10 minutes. Since then, we have several more neighbors on our block placing external surveillance cameras and joining the neighborhood watch. We frequently report suspicious pedestrians, bicyclists and cars. So far, we have had several months without any further incidents on our block. It would be impossible to continue a neighbor watch program with many unknown pedestrians and bikes utilizing our "relatively" quiet street.

Additionally, and more seriously, 2 of my kids have been struck by cars on or near Fallen Leaf Lane over the past 10 years. Several children have been struck by cars actually on our street, one suffering major injuries. Our one son suffered a mild head and neck injury when he collided with a car at a driveway. Our other son suffered a broken leg when an elderly driver became distracted, crossed the street and struck him head on. This resulted in a significant claim (nearly $50,000) for her insurance company after covering the hospital expenses. We absolutely would have sued the city had they encouraged and sponsored a biking trail in our residential area that forced elderly drivers to maneuver a crowded, challenging area mixing cars/bikes/pedestrians. Fortunately, both of my kids are okay.

I am an ER physician at a trauma center. Our worst auto-pedestrian pediatric cases are when a car backs out of a driveway and runs a child over at low speed (number one way they are hit). You will need to be prepared for many more accidents and injuries with significantly increased traffic, multi-use crowded streets, and various biking skills. The extreme hazards include anyone (especially new, distracted or older drivers) backing out of driveways, school traffic times, slower bicyclists and pedestrians riding with fast ones, and car doors opening on the street into bicyclists.
In summary, besides destroying a lot of beautiful properties, you are providing access to more criminals and making neighborhood watch programs ineffective. More importantly, you are jeopardizing the safety of our children and any one that uses the trail.

Sincerely,
Elaine Nelson, MD

Comment #: 667 **Name:** Diane Reedman
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Extension to Los Altos, Sunnyvale and Cupertino
Comment:

To the Joint Cities Working Team and Others Concerned,

It has been over 20 years since I first set foot on the Stevens Creek Trail "the Trail". There have been many lovely additions and enhancements to the Trail since that time through the persistence of dedicated trail enthusiasts and hard working local residents. I always feel proud when I pass by the part of the trail where I helped to secure bolts on the side rails during a volunteer work day in the late 1990s. You should all feel proud of the recreational opportunities you have brought to Trail users young and old. The money that has been spent is an investment for the enjoyment of all.

The bike lanes on Foothill Expressway and Stevens Creek Boulevard definitely serve the purpose of experienced bicyclists who ride to work or for bicycle rallies which take place on many weekends. Bicycles are here to stay, so let's accommodate their needs. You just never know when that parking space you just slipped into was made available by a cyclist who left her car at home today.

There are, however, still a few miles of the Trail to be built. Let's continue to persevere, move on to resolution and build the trail in a safe and pleasing manner that will override the fears of those who are opposed.

Thank you!

Diane Reedman

Comment #: 668 **Name:** Martin & Jean Kreb
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Bike route with fiscal responsibility
Comment:

We are Sunnyvale taxpayers for 37 years and ask each of you to keep things in perspective. Fiscal responsibility is your major responsibility and the percentage of Sunnyvale residents who what big dollars spent on a trail is very small. Don't let the hype and emotion by the small percentage of residents who want an expensive trail overshadow your responsibly to keep the city solvent. Use the existing streets and the existing overpass over Hwy 280 rather than wasting our hard earned tax dollars on something a small vocal minority of residents want. Anyone who drives on Belleville or Bedford Avenue during peak hours knows it would be insane to run a bicycle trail on either street. At this point we haven't felt the impact of the added traffic which will result from the opening of the Lucile Packard medical facility at the corner of Belleville and Fremont. Don't drink the cool aid being passed out by the trail advocates who are insisting on big buck being spent.

Martin & Jean Kreb

Comment #: 669 **Name:** Michael S. Dautel
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: NO Stevens Creek Trail on Fallen Leaf Lane !!!
Comment:

NO Stevens Creek Trail on Fallen Leaf Lane !!!

Fallen Leaf Lane is a residential community. What you are contemplating does not fit in this community / on this road. First, it's already too congested especially at the Homestead and Fremont intersections to Fallen Leaf. When a cyclist gets killed, there will be blood on your hands. Second, residents (pay attention to the word "residents" who have spent millions of dollars to live here; people you are supposed to be supporting) will lose significant portions of their front yards, trees gone, property values down, all for some trail concept that was first concocted 50+ years ago when orchards predominated and this area was first getting settled. This endeavor has no place in modern times. I have friends who bike, and they think it's a bad idea given there are plenty of better alternatives already in existence. If you want to help get people on bikes, make it safe for children to bike to West Valley Elementary, Cupertino Middle, and Mountain View high. Today most of those kids are getting to school in cars driven by their parents, which contributes to the same congestion that will take out a biker someday on the lovely Stevens Creek Trail. Let me put it out there that a roundabout at Fremont/Fallen Leaf won't fix what is already a bad idea. If anything, a roundabout so that bikes going westbound on Fremont can then go southbound on Fallen Leaf will be tempting fate. Seriously, I drive through that intersection every day. Somebody will die in that roundabout, I guarantee it. A traffic light there is not appropriate either. Remember the old saying "leave well enough alone"? This is one of those times.

In closing, if I did live on Fallen Leaf Lane, I would be putting up a For Sale sign right now on the off chance this goes forward. How sad is that, to even have to contemplate such questions for those people who live on that road? People, your residents, deserve better. Thank you for protecting our community, the current charm of South Los Altos, our investments, as well as employing good common sense by saying NO to Stevens Creek Trail on Fallen Leaf Lane.

Regards, Michael S. Dautel
19 year resident of Los Altos (incidentally, I do NOT even live on Fallen Leaf Lane if you were wondering)

Comment #: 670 **Name:** Govind Kamat

Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Comments on Stevens Creek Trail Feasibility Study

Comment:

Hello,

I am a resident of Sunnyvale for more than 20 years and regularly use the Stevens Creek trail for walking and jogging. The recently-built pedestrian bridge across Highway 85 has been an invaluable addition enabling easy access. Every time I walk the trail, I find myself thinking how grateful I am to to the City of Mountain View for providing the surrounding community with such a wonderful resource for exercise, relaxation and commuting.

The most outstanding feature of the trail is its clear separation from automobile traffic. This gives everyone, young and old, a deep sense of safety and security that would not be the case if the trail was routed through city streets or using bike lanes.

I am strongly in favor of extending the trail to Stevens Creek Boulevard and in maintaining the current character of the trail as far southward as possible. The "Creek Corridor" option all the way to Homestead is the ideal route, since it completely separates the trail from traffic. Parents can then have a sense of security once they enter the trail that even very young children can walk on their own.

The Creek Corridor alignment for the extension would also provide great peace-of-mind to a number of parents of children attending Homestead High School. Students in the Cherry Chase area (and potentially others near a Fremont entrance) would now have access to a path that would permit them to bike in safety all the way to Homestead Road. Contrast this with the recent fatal accident of a bicyclist at the intersection of Mary and Fremont.

South of Homestead, my preference would be to have the trail aligned as close to the creek as possible, along Madera Dr. and Phar Lap Drive; this will provide easy access to the existing section of trail in Cupertino.

I do hope the Joint Cities Working Team takes this opportunity to improve this invaluable neighborhood asset. Extending the trail to Homestead and keeping it separate from city streets would yield the greatest benefit to the entire neighborhood and community.

Thank you,
Govind Kamat

Comment #: 671 **Name:** Carl Claunch

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Protect the character of Los Altos

Comment:

Dear Councilmembers

I implore you to protect the character of our neighborhood by rejecting the proposed option which will create a barren concrete avenue down Fallen Leaf Lane, unlike any of the nearby streets and destroy the natural beauty and stately trees that are there now.

The area with its mature trees and shrubs and semi-rural appearance should not be ravaged in the name of a nature trail, when cyclists and pedestrians who pass down our streets today are already enjoying as much nature as is possible in a residential town area.

To create an actual trail, not a pathway alongside roads, requires open land - but the residential neighborhoods in Sunnyvale and Los Altos were built right to the edge of Steven's Creek. Much the same way that we might benefit from building new highways, if only there were open land for their construction, we could benefit from a nature trail isolated from traffic, but only if there was open land.

The proposal to strip-mine Fallen Leaf Lane destroys the character of a neighborhood but does NOT create a nature trail. It creates different bicycle lanes but does nothing to isolate them from all the cross traffic, road traffic, driveways and children playing in the area.

I could understand a proposal that would use eminent domain to remove a continuous stretch of homes alongside the creek, in order to have open land with a nature and cycling trail, because at the end of a multi year billion dollar project, we would have the end to end trail wished for by supporters of the trail project.

Many of the proposed options deal with the reality that we cannot built trails, but can provide bicycle lanes and signage for those who want to enjoy the beauty of our bay area.

I can't understand the option that yields no additional open trail, yet builds a broad city street in the midst of a quiet leafy neighborhood. Please keep any participation in the Stevens Creek Trail project consistent with the style and charm of Los Altos.

Yours Truly,
Carl Claunch

Comment #: 672 **Name:** Bill Sheppard

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Comments on the Stevens Creek Trail Feasibility Study

Comment:

Dear SCT Committee Members:

I'd like to weigh in on the SCT Feasibility Study with the following points.

It has been suggested that residents overwhelmingly oppose this trail. I would agree that the residents of Fallen Leaf overwhelmingly oppose this trail, and they have made this clear through intimidation and dissemination of misleading and literally fraudulent materials. Nonetheless, there are 30,000 other residents of Los Altos and over 200,000 nearby residents of Sunnyvale, Mountain View, and Cupertino who, whether they use the route personally or they enjoy reduced vehicular traffic, will also benefit from placement of this route based on safety rather than NIMBY motivations. Please consider that a loud and well-organized contingent's views don't necessarily represent the community's at large.

We've heard countless residents claim the path will increase crime and lower property values. Repeating this canard over and over does not make it true. While some might debate a trail's impact on property values in spite of overwhelming evidence of a positive impact, there can be no doubt that trails lower crime. There have been a rash of daytime burglaries in south Los Altos, including on Fallen Leaf. Burglars rely on relatively desolate streets to commit their crimes unseen. A designated bicycle and pedestrian route will, without question, reduce these burglaries. Further, we've heard complaints of cars speeding on Fallen Leaf. A road diet will surely be very effective at reducing vehicular speeds along this segment.

Let's not get lost in semantics. A trail without crossings may not be feasible from Fremont south to Stevens Creek. However, disconnected trail segments without safe connecting routes diminishes to the point of futility the tremendous community benefits the Stevens Creek vision offers. Where it must traverse city streets call it a designated route or a bike boulevard rather than a trail; the name is simply a distraction.

Fallen Leaf and its parallel streets may well represent the safest route from Fremont to Homestead. It carries far less traffic than Fremont, Grant, Bernardo, and Mary, and it's 60' wide, or at least it was until many of the homeowners claimed 9' of city street easement as part of their own lots. A path along Fremont and Grant simply deviates too far from the creek corridor and traverses too many major intersections to be a viable option.

Our community has changed dramatically over the last 50 years when most of our neighborhoods were built. The thriving economy has increased traffic to a nearly unbearable level on many of our streets. The Stevens Creek corridor represents an opportunity not only to provide a creekside oasis along much of the route, but also to potentially take hundreds of cars off the road on a daily basis as bicycle commuting continues to grow in popularity. While not everyone who lives along the route will consider it a benefit, there can be no question that the larger community will be greatly served by a thoughtfully designed route linking south Cupertino to the Bayshore. Please don't be swayed by the loudest and most strident voices. Even if it costs you votes in the next election, be bold. This may well be our only opportunity to leave an amazing legacy for our children and grandchildren.

Thank you,

Bill Sheppard

Comment #: 673 **Name:** Brian Tully

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail Feasibility Study - Fallen Leaf Ln

Comment:

Hello,

I would like to submit the following to be included in the final report of the Four-Cities Coordinated Stevens Creek Trail Feasibility Study:

My name is Brian, and I have lived in Los Altos for approximately 2 years now. I live on a cul-de-sac that is off of Fallen Leaf Ln and I am very much opposed to the idea of using Fallen Leaf Ln for the Stevens Creek Trail.

When I was looking to buy a home back in 2013, I chose Los Altos specifically because of it's rural and natural feel. It is amazing what beautiful trees, fresh air, and a lack of sidewalks and streetlights can do for the soul. When I first saw my house, I was amazed at how much it felt like I was in Lake Tahoe, despite the fact that I was in the middle of Silicon Valley. This is the essence and the appeal of Los Altos.

As a software engineer by trade, I have learned over many years that the key to good design is high cohesion and low coupling. This applies as much to real life as it does software. Cohesion is how much the elements that make up a whole can be said to actually belong together. Coupling is how much disparate elements know about the inner workings of one another. When I look at the proposed route for the Stevens Creek Trail, specifically down Fallen Leaf Ln, it does not pass the simple 'high cohesion low coupling' sniff test. Placing a high traffic leisure and commuter trail down the middle of a small town rural neighborhood street is a tight coupling of two inherently different functions which is not a cohesive design. The two sides are inherently at odds, and that is one reason why there is so much opposition to the proposal. This can quite frankly be simplified to the very primal and initial thought that I had when seeing this proposal that, "It simply does not make logical sense."

Beyond this there are other, perhaps more pragmatic reasons why Fallen Leaf Ln specifically does not make sense. The purpose of this segment of the trail is to connect Fremont Ave to Grant Rd. As someone who has lived in this area and had to use Fallen Leaf Ln for that specific purpose, I can say that it is by no means an intuitive route.

If you were to drive Fallen Leaf Ln from Fremont Ave towards Grant Rd straight, you would run into a dead end. If you know what you're doing you can take a horse-shoe shaped detour of sorts, following Fallen Leaf Ln, that will result in significant elevation changes. When I drove this for the first time, I was lost and confused. I can only imagine what everyone that uses the trail for the first time will be thinking. And if for some reason, you decide to use some of the side streets to try to get to Grant, you will have a 50/50 shot of getting caught in a dead end. Just look at a map. You can see there are better more direct options than Fallen Leaf Ln.

Then there is the idea of potentially taking back the front yards of residents on Fallen Leaf Ln. Yards that have been undisturbed for decades, with beautiful greenery. It would really be a shame to impose your will on these residents, especially since the majority of Los Altos residents are opposed to this idea. And that brings me to my last point. I have attended many community meetings on this topic, and the overwhelming majority opinion of the residents that live in Los Altos, specifically on or near Fallen Leaf Ln is that this is not something that anyone wants. Those in favor always seem to be the out of town commuters that use the trail. As an avid biker, I like the Stevens Creek Trail and use it occasionally. I don't see this proposal as an issue with those that favor the trail, but an issue with those who would think a good trail design involves running it down a quiet neighborhood street that was never designed to support it. It is a bad design. It can be done better.

Thanks,

Brian

Comment #: 674 **Name:** Nick Kalogrides
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT comments
Comment:

My wife and I have attended many of the meetings over the past few years. Clearly there are more people there not in favor of trails/bike paths coming thru our established neighborhoods.

There are viable routes in existence, spending more money doesn't make sense to re-do something already available.

We are bike riders using different routes thru-out the area. Bike barrier's are in place along San Tomas Expwy and I feel this would be a nice addition to use along roads with traffic. ie, S. Mary, Fremont and Foothill.

We are told that there was a vision back in 1961 to have trails connecting our 4 cities. Our tract was built in 1963. So why wasn't this vision in place when it needed to be? Clearly lots could have been defined differently.

It is so disruptive to come back 50 years later and push bike paths/trails into our quiet established neighborhoods.

We vote no on any bike paths or trails coming into any of these established neighborhoods.

Nick Kalogrides

Comment #: 675 **Name:** Sriram Chidambaram
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek trail extension
Comment:

Hi,

I live in Belleville way and I have been following all the proposals floating around for the Stevens Creek Trail extension via Belleville/Fallen Leaf neighborhoods.

Given that we already have a bridge across I-280 at Mary and a wide road like Mary where the trail can run through, routing the trail via Belleville/Fallen Leaf with a proposal for a new bridge over I-280 is not a wise use of taxpayer money and I am very much opposed to this idea.

I urge the city of Sunnyvale to consider routing the trail through existing infrastructure (Mary Ave) and act in the best interest of the tax payers by not spending money on unwanted new construction.

Thanks,
Sriram

Comment #: 676 **Name:** Jehan Keval
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I strongly oppose the creation of a bridge leading to the Stevens Creek Trail. I grew up in the peaceful neighborhood and would like it to remain that way. The bridge would invite the public to our neighborhood and thus safety would be sacrificed and I would not feel comfortable in my home. Thank you for taking my opinion into account.

Comment #: 677 **Name:** Claudia Lohnes
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: NO TRAIL through PHAR LAP neighborhood
Comment:

To whom it may concern,
Dept of Public Works - SCT,

I oppose the development of a trail through the Phar Lap neighborhood for many reasons:

SAFETY
This is a residential neighborhood with activity ranging from cars backing out of driveways, intersections of merging streets, street cleaning, and garbage pick up. It was never intended or developed as a "trail". Adding bicycle lanes and green street markings will not eliminate the potential for accidents and injuries due to normal neighborhood bustle.

There will be PARKING needed for trail access.
We already have parking issues as they relate to the Blue Pheasant overflow.
People will park in the neighborhood further affecting local residential parking. This will have to be managed through permit parking requirements, a nuisance and hindrance for the residents of the neighborhood who want to park their own cars, or entertain family and guests.

A FALSE Creekside Trail
Establishing the trail along Phar Lap/Madera will not enable a "creek" experience. There is absolutely NO access to the creek from anywhere along the road and no view of the creek throughout the length of the proposed portion of the trail. Billing it as a creekside experience is misleading. Given this it is equally relevant to have the "creekside" trail developed on Foothill or Mary or both.

Make FISCALLY responsible decisions
We already have two routes established: one along Foothill Blvd, and the other along Mary with a $14M bridge developed in 2009 to accommodate bicyclists and pedestrians. It would be an irresponsible use of taxpayers dollars to spend it on yet another route, when a small portion of that money could be used to further enhance existing paths.

I urgently encourage the trail to Stay Out of the Phar Lap Residential Community.

Thank you,
Claudia Lohnes
Clearcreek Court

Comment #: 678 **Name:** Mark and Cynthia Weeks

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek trail extension/Fallen Leaf

Comment:

Los Altos Representatives

I am writing to state that we are vehemently opposed to continuing the Stevens Creek trail on Fallen Leaf Lane in Los Altos. It is an inappropriate solution for the Stevens Creek trail project. It will ruin the street and neighborhood, will destroy many existing trees, will materially negatively impact home values and property lines and it will jeopardize the safety of all residents including children and bicyclists.

We have lived in Los Altos for almost 30 years. We have lived on Fallen Leaf Lane for 16 years. We have seen the neighborhood and our nearby streets become an area that we are proud to call home. We have mature trees, shrubbery, and landscaping in front of our home and all over the neighborhood. Many neighbors including us have remodeled their homes. The proposed surface street extension on Fallen Leaf will ruin and will materially damage all of these improvements and growth over the many years. Trees and shrubs will be uprooted and fences and landscaping destroyed. The quiet suburban nature of our streets will be irreparably harmed.

As I said at one of the public hearings (in Mt. View), I think that this is a very straightforward and simple issue. The efforts of some to connect the Stevens Creek trail is an interesting and a worthy project. But is it simply that, a project. This effort is a “nice to have” project and is in no way an imperative or “need to have” project. As such the discussion and evaluation should be made with that in mind. Unfortunately the wishes and hopes of a few who are clear that they want this “trail” connected (seemingly at any cost) have caused a disproportionate amount of unnecessary worry and emotion to many and an unnecessary amount of time and wasted money and effort to try to get this “nice to have project” completed. It’s time to put this project in its appropriate place and put it to an end.

As has been said at many of these public meetings, connecting the trail over surface streets isn’t a trail and shouldn’t be discussed as such. It’s a connecting extension and as such it should cause as little disruption to homeowners as possible. No such extension should be put through Fallen Leaf Lane or in my view, any residential street. It isn’t necessary or appropriate.

If a surface street connection is to be done, it should go via the Mary Ave. course. That is the most sensible and appropriate course and the least disruptive. In the past I might have considered that you put the connection down Fremont and Grant with the existing bike lanes. However with the Stanford facility coming up on Fremont and the anticipated increase in car traffic, that course is now really not viable either. Accordingly I think that this must lead you to conclude that if the surface street extension is going to happen, it must happen along Mary Ave. and over the Cupertino bridge.

A bike route through Fallen Leaf Lane is an unsafe option. With so many houses on the street, it will be a very short matter of time before a resident backs up into a bicyclist. It will also lead to an increased number of cars parking on Fallen Leaf as bike riders park their cars and start from there on their bike rides, creating unnecessary obstacles further endangering residents and neighborhood children. It is also likely to lead to increased trespassing and crime. Worse yet, it is simply outrageous to suggest that one possible change would be to have no parking on one side of the street, thereby further increasing the safety risks on one side of the street and further reducing in a material way, home values.

Additionally, the connection points to Fallen Leaf Lane are unsafe. The intersection at Fallen Leaf and Fremont Avenue is well known to be congested. The intersection at Fallen Leaf and Homestead Road is even worse.

Putting a "trail" on residential streets is disingenuous, materially harms home values, increases safety risks and disrupts neighborhoods. For a “nice to have” project, it just isn’t appropriate. Don't change the character of the city and its residential, tree lined streets, which we chose when we bought here, to satisfy a few who either don’t understand or don’t care about the harm, disruption and danger such a project inevitably would create. Enough is enough.

Mark and Cynthia Weeks

Comment #: 679 **Name:** Angela Huang

Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes

Subject: SCT Study public input comments at Mountain View on 6/8/15

Comment:

Dear Sunnyvale City Council and SCT CWG committee members,

· South Bernardo Avenue in Sunnyvale is not a park. It's a residential street, not an open space for recreation. In fact, it's a narrow, two-way street that runs along a sound wall. It is beyond me why anyone would call S. Bernardo a "linear park." People choose it because of the misleading information. Build a non-stop bike lane on S. Bernardo is not safe for our students and children in the neighborhood.

· We talk a lot on bike safety, and how about safety for us? If S. Bernardo becomes one-way street, what would be the escape route for the residents and students? See the Tree and the 36" HIOH split trail fence in the center divider (SCT study report page 64 illustration 3). Will there be a delay to assist in fire, earthquake, crime and emergency situations? Will the city be responsible to residents on property insurance increase due to the change?

· According to the survey result in the 2012 SCT Feasibility Study, only a small number of people bike on the Stevens Creek Trail for exercise and mostly on weekends only. In contrast, if S. Bernardo is only one way, over 300 residents and 200 parent drivers in the neighborhood must take an alternative route every day. All that additional driving would result in a significant environment impact and disrupt the residential community, hardly a prudent use of the Stevens Creek Trail grant.

· There are 294 signatures from residents, parent drivers of the Bernardo areas of Sunnyvale opposing the change to these neighborhoods because of the Stevens Creek Trail. These signatures were obtained in March/April 2013. Sunnyvale Department of Public Work director, Mr. Manuel Pineda accepts our petition signatures at the 6/8 public input meeting. It will be officially recorded.

· There are eleven Bernardo residents who cannot come to this meeting, and ask me to present their statements (see attached two files) to you. They want the City to consider the safety, traffic and cost impacts if convert S. Bernardo into a one-way street or reduce its street parking.

· The committee member from the Citizens Working Group mentions there are from one million to forty millions can be allocated in this project. We would like City of Sunnyvale to verify this budget, and the allocation of these funding.

Comment #: 680 **Name:** Barbara Shuey

Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Stevens Creek Bike Trail

Comment:

To Those Making This Important Decision:

I attended the Sunnyvale meeting, but wanted to share my thoughts with my City Council members about the proposed bike trail through Sunnyvale. My first comment is that I am not against the bike trail. I want everyone to understand that due to lack of open spaces in the area between Fremont Ave. and Homestead Road, that a trail is not possible and that this would be a connector path between two trails. Since you need to travel through residential streets and not open spaces, you will not have the trail experience that some bikers want. We currently have the infrastructure in place to travel from the Heatherstone Bridge to Bernardo Ave. to Remington to Mary Ave. over the new bridge over Hwy 280 to Cupertino. Spend grant money to make these routes safer, if possible. Fiscal responsibility would not mean building new routes, new bridges, etc. when existing routes for biking through this area already exist. These roads are very wide and a bike path would have much less impact on the community than other proposed routes.

Living on Bernardo Ave. between Fremont and Homestead, I am very much against the connector path coming down this narrow, often congested street. In fact, I can not even comprehend how the Council would even consider changing Bernardo Ave. into a one way street. Changing this street into a one way street will negatively impact the entire neighborhood. Cupertino Middle School traffic flow would not be able to accommodate this change without causing worse bottlenecks and more unsafe conditions for the children going to three schools in the area. To avoid the already unbelievable traffic problem at the Bernardo - Fremont intersection, drivers will be funneling through the neighborhood streets to exit the area. As it is now, it takes me 4 - 5 light changes to get through that intersection in the morning. I can only imagine the nightmare a one way street would cause. Trying to get back home each time would require me going through the neighboring streets to get in the right direction of the one way traffic flow. All of this would create more commotion, pollution, unsafe conditions, etc. for many, only to maybe benefit a much smaller number. This will also have a negative impact on our home values. It has been shown that people do not prefer to live on a one way street. I have yet to hear of any positive impact to the home owners on Bernardo in using this option, that could outweigh all of the negatives.

Members of Council, I urge you to vote for the most feasibly responsible, least neighborhood impact means of connecting two trails through this area of Sunnyvale by using the existing infrastructure as mentioned above.

Thank you for reading this plea.

Best Regards,
Bonnie Shuey

Comment #: 681 **Name:** Rob Iannacone
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: We all Wanted a Class 1 Nature Trail
Comment:

Esteemed Representatives,

Enough is enough. We need to stop having the same discussions over and over. What a waste of time and energy that could be spent on more pressing civic needs. STOP the consultants, STOP the feasibility studies. We are in an endless loop.

There is no land available between Los Altos (Fremont) and Cupertino (Stevens Creek Blvd) to build a Class 1 trail like the one in Mountain View.

Repeat: There is no land available between Los Altos (Fremont) and Cupertino (Stevens Creek Blvd) to build a Class 1 trail like the one in Mountain View.

Shame on the Cupertino and Los Altos planners who failed to reserve a suitable piece of open space along the creek between Los Altos (Fremont) and Cupertino (Stevens Creek Blvd). The opportunity that we had in the late 50's and early 60's is over and done. The developers were allowed to build those homes and there is nothing practical that can be done about that now except buy them up one by one as they become available. This is not very realistic.

Bikes and cars co-exist today on our roads. Throwing more money at anything but a Class 1 trail makes no sense. While there may be some portions beyond Fremont that are suitable for a Class 1 trail as soon as the first gap is encountered, the trail has to end and then start up again at the next opportunity. This defeats the whole purpose and just simply makes no sense.

Please proceed to finish the Class 1 trail from Dale/Heatherstone to Fremont Ave. DO NOT attempt to mix cars with bikes anywhere as this creates a false sense of safety which does not exist and would not be any safer than the shared roads we already have today.

None of the proposed residential street routes from Fremont to Steven's Creek will be like the existing Trail. They run along streets, not nature.

None of the 'feasible' residential streets is safe for a Class1 trail. There are too many driveways and intersections. Pretending a street is safe like a Class 1 trail endangers everyone.

Paying more consultants and conducting more feasibility studies won't change our situation. Do the right thing by finishing the trail to Fremont and put a stop to this endless discussion now.

Rob Iannacone

Comment #: 682 **Name:** Karin Engelbauer
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: bridge onto Somerset set Park
Comment:

To whom it may concern:
I live on Stokes Ave and I am not in favor of having another bridge from Homestead Ave to Somerset Park, as we already have a bridge
connecting from Homestead to Mary Ave.
This is a dead end street to the park and it would open a lot of traffic and I feel it would not be as safe anymore as it is now in our neighborhood.
Mary Ave is a different layout, the overpass leads into a major street and not into a neighborhood park.
Please consider not having this overpass.
Thank you,
sincerely,
Karin Engelbauer

Comment #: 683 **Name:** Gwen Browne
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Concerns regarding proposed trail extension via Mockingbird Ln
Comment:

Hello,

I am a resident ot Mockingbird Lane. I am concerned about the proposal to extend the trail via a pedestrian bridge at the end of Mockingbird Lane.

This is quiet residential street with only 8 houses on it. Having a trail entrance at the end of this street would change the dynamic of the street and will make it busy with not only pedestrians but with car traffic also looking for a place to park before they unload their cars and continuing onto the trail. As it is right now there is just enough parking for all of the residents. With a trail entrance parking for residents will become an issue. I do not want to find myself arriving home from work and having to park one block or more away because I cannot park along my own street.

Another concern that I have is for the safety of our children. With all of the increased traffic they would no longer be able to play safely outside their own homes. When we purchased our house this was one of the main reasons why we chose our house on our street.

I am also concerned about crime in the neighborhood. Recently there have been a lot of burglaries, with some on our street. Children's bikes have been stolen and a neighbor's car was broken into and his wallet taken. We have also come outside of our house to find a guy snooping around our car, looking in the windows, then running when he spotted us. With a trail entrance on our street these kinds of problems will only increase.

Sincerely

- Gwen Browne

Comment #: 684 **Name:** Steve Chin
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail: Need dedicated bike trail with minimal cross-traffic
Comment:

Having worked at the Microsoft office right next to Stevens Creek Trail since 2000, I've been a long time user and supporter and would love to see it extended to Cupertino.

However, as someone who once slammed into the side of car that backed out right in front of me when I was biking to work, my biggest concern with having a marked trail through a residential neighborhood is the danger of cars backing out of their driveways, when they have little or no visibility. (Streets with sidewalks would be a slight improvement, because that would at least give a few feet of guaranteed visibility.)

Also, regardless of the main route for the trail, it would be great to improve the bike lanes on Fremont and Grant in Los Altos to make it safer for cyclists to travel along those roads.

On a side note, while not feasible for a residential streets, would elevated bikeways be an option for major intersections on Fremont and / or Homestead (i.e. Mary Ave, next to Homestead High School)?
http://www.huffingtonpost.ca/2013/10/28/the-hovenring-netherlands_n_4170857.html

Thanks,
Steve Chin

Comment #: 685 **Name:** Aaron Grossman
Date: 6/9/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Prefer Creek Corridor/Bernardo Avenue path
Comment:

Hello -

I am Aaron Grossman, Executive Director of the Friends of Stevens Creek Trail, and writing this as a private citizen and 23-year Mountain View resident.

Since started in 1993, the trail has been a direct, safe, and beautiful real trail along or near Stevens Creek, now completely separated from motor vehicles.
Only one alignment option in the feasibility study continues this great tradition: the Creek Corridor/Bernardo Avenue path. It is a real trail from Dale/Heatherstone to Homestead through creek-side public land and along Bernardo, direct and completely separated from motor vehicles. I strongly encourage the Four Cities to move forward with a Master Plan for this option, because it is the only one that creates a real Stevens Creek Trail. This Master Plan needs to consider and address all the community and neighborhood concerns that have been raised. While these concerns are very substantial, they are solvable if city staff considers them carefully and uses imagination and technical resources to address them.

I think further study is needed for segment 3 from Homestead to Stevens Creek Blvd to find an off-street route that is direct, easy, and safe for children and families.

Thank you for all your fine work!

Best regards,
Aaron Grossman, Mountain View

Comment #: 686 **Name:** William Lewis
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: regarding stevens creek trail
Comment:

I am very supportive of extending the trail south to Fremont Ave along the creek corridor. The guiding principles are keeping the trail along the corridor wherever possible, and keeping the trail dedicated to biking/pedestrian use (ie completely separated from car traffic).

The big question is what to do at Fremont Ave and southward. First, the trail should cross Fremont Ave, which is a busy street and especially congested and tricky and dangerous to navigate near the 85 intersection. Therefore an overpass or underpass is indicated to get the trail to the south side of Fremont. South of Fremont, there is no proposal that stays along the creek corridor and only one proposal that creates a trail that does not share the road with cars: Bernardo Ave. All the others cross city streets and driveways unavoidably. The Bernardo Ave proposal has one other benefit: reworking the poorly designed and dangerous exit from the pedestrian overpass over 85 at The Dalles, where cars can't see kids exiting the overpass until the kids are in the street.

But to make Bernardo Ave worth the expense and effort, it needs some serious beautification. No one wants to bike or walk next to a sound wall. A decent greenway must be created, and it will take some creative thinking and planning, since there is limited room. A fence between the roadway and trail is not enough. It needs vegetation along the entire corridor. Perhaps there could be some artwork incorporated on the sound wall. And if you really want to think outside the box, then consider incorporating the landscaping strip along curb in front of the houses that line Bernardo. Officially speaking, the city owns that land, and I imagine many if not all of the homeowners would willingly hand over landscaping and maintenance of that strip to the city, if well-designed. It could then be landscaped to match the look and feel of the landscaping along the fenced strip. That might begin to achieve the kind of quality experience people have come to expect from other areas of the trail. Otherwise, why bother?

William Lewis

Comment #: 687 **Name:** Paul Mannheimer
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Comments on the SCT Draft Feasibility Report
Comment:

(Note that the comments below are also provided in the attached PDF file)

June 9, 2015

To Our Representatives Reviewing the Draft Stevens Creek Trail Feasibility Study Report,

Let me begin by thanking you all for your service to our community.

My wife and I bought our home and moved to South Los Altos last summer, though both of us have lived in the Bay Area since the late '70s. I'm familiar with the local area, having run and bicycled along many of the streets listed in the Draft Feasibility Study. We routinely walk our dog through the neighborhood, and I have enjoyed early morning weekend rides along the Trail through Mountain View out to the Bay. After reading the Feasibility Study, I have a few perspectives to share as a pedestrian and bicyclist, one of which that seems to be absent from the Report.

I will focus here on three themes that I consider to be the most important.

1) Route ≠ Trail: I agree with others that have commented that a "Trail", like in Mountain View, runs through open spaces and is effectively buffered from cars, cross traffic, and driveways. One can relax and enjoy Nature's views, sounds, and smells on a trail. Street routes along busy thoroughfares or residential areas comprising Class II and Class III Bikeways offer NO trail-like qualities, and are merely transportation routes. They should be designated as such.

2) Consider a Legacy Option. If our collective goal is to genuinely extend the Stevens Creek Trail, make it a long-term, 30 to 50-year Plan – one that can realize what the Mountain View section offers. As private properties along one or both sides of the creek become available, through enticements and normal market turnover, plan for purchasing and restoring them to their former natural state. Let's create a proper "Trail" using contiguous open-space stretches along the entire Stevens Creek, end-to-end. I probably won't be here to see it, but let's leave a legacy rather than a compromise.

3) Fan, Don't Funnel: In the interim (well, 30 to 50 years is a long time…), let's not funnel the principal traffic along any one route to connect the proper sections of the Trail. Instead, fan out pedestrian and bike traffic along the numerous available routes and existing infrastructure, thus minimizing the impact to residential areas. Do everything possible to maintain the greenery and shade of streets lined with mature trees. Like most everyone in our community, this was a large part of why we chose to buy a home in this area.

At the ends of the open space sections of the trail, provide clear signage indicating the available crossover routes. For example, for extending Segment 2 from Fremont to Homestead Road, provide posted maps showing several options:

- Down Mary, connecting directly to the Don Burnett bridge;
- Down to Homestead using Bernardo or, alternatively, Belleville Way; and
- Down to Grant & Foothill using Newcastle or, alternatively, Fremont to Grant Road.

Where possible, utilize existing sidewalks and paths for pedestrians, while shunting bicycles to different spaces along the same or separate route. Serious and enthusiast bicyclists traveling or commuting from point A to B don't mix well with strollers, pets that are on (or off) leash, and kids on scooters & small bikes learning to ride. Nor do bikes mix well with driveways.

With regards to Fallen Leaf Lane specifically, carefully review the obstacle at the southern end around the Fallen Leaf/Louise "box" (see the attached pictures). All of the corners around the box are blind and already dicey to navigate. The Draft Feasibility Report doesn't note this section, but I approach the area with extreme caution every time I pass through it. The risks will only increase with a growth in pedestrian & bicycle traffic. If the northern section continues to be considered, leave its width intact and route the southern end alternatively to Grant/Foothill/Homestead using Holt-to-Newcastle, or Jones-to-Christ.

And finally, in the absence of a proper open space trail, please create a pleasant and safe environment for all users. Maintain the quiet and shady residential neighborhoods found throughout Los Altos and the four-city area. As homeowners, this is what we bought into.

Thank you,

Paul Mannheimer
Los Altos

Comment #: 688 **Name:** Annemarie Montavon
Date: 6/9/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please include opinion in Final Feasibility Study
Comment:

Dear Committee,

This is what I like to see happen:
I like the Stevens Creek trail to be extended as a trail following the natural trail and flow of the creek as much as possible. In 1985 we built Highway 85 for cars, now is the time to built a multiple use (nature) trail and corridor for people.
I also would like to see our bike paths improved as bike paths (no lines) along city streets separated from cars.
This is our chance to do something for generations to come. Re-thinking an infrastructure with boldness Silicon Valley desires and deserves will be a challence. If we are to be serious about traffic and commuters using alternate transportation, we need to invest now.

Thank you,

Annemarie Montavon
Mountain View, CA 94041

Comment #: 689 **Name:** Jan Piazza
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Be Responsible with our Neighborhoods
Comment:

Regarding the proposed routes for the Stevens Creek "trail". I urge you to be responsible and use the existing infrastructure. Do not disrupt our neighborhoods, do not spend millions to build another bridge over 280 ... less than a mile from the existing bridge. (I really cannot even believe that this is being considered... it is truly ridiculous!) Improve current bike lanes on Mary, Fremont, and Foothill... this would give cyclists a variety of routes to take depending on their final destination, and connect the two ends of the trail.

The Belleville route would not be a good idea for many reasons. One of the most is important is that this is a completely landlocked neighborhood. Every person leaving or entering the neighborhood must take Belleville. And we have West Valley elementary school, which creates a huge amount of traffic. To add commuting cyclists to this would be very difficult.

I have to wonder what the Cupertino Union School District thinks of all of this. Two of the possible routes would run directly past one of their schools. Complicating traffic flow for sure!

Please improve the existing routes, be fiscally responsible and Please respect our established neighborhoods and the tax payers who live there.

Thank You
Jan Piazza
Sunnyvale CA

One last note: I feel very bothered by this whole process. We have expressed out concerns over and over to our city council, to the FOSCT, to the committee. I understand that is is the "official" input time. A huge amount of money has been spent on this study. You take our input, you make a recommendation to the cities, and then what? They get to do whatever they want. Seems like a huge waste of money. I ask all of you to seriously consider your decisions. Take care of your citizens and their interests.

Comment #: 690 **Name:** Frank Louie
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Regarding the proposed on street routes thru my neighborhood for the bicycle trails
Comment:

I was notified by a neighbor about the proposed bike street routes (or Neighborhood Gateways) through many of the areas of Cupertino including my area, Somerset Park, Stokes Ave, Dempster Ave, Pennisula Ave. near the Cupertino Post Office and the railroad tracks crossing Stevens Creek.

Looking at the Map 11, there are already existing Class II Bike lanes on Mary Ave and Foothill blvd and on Stevens Creek Blvd. To put in new bike paths through the various local neighborhoods between these two existing paths and then add another overpass/ramps across 280 to the other side seems to be way too complicated and detrimental to the neighborhoods.

1. Using the proposed Neighborhood Gateways to remove one half of the parking spaces for the bike lanes seems to add to traffic congestion in the mornings and throughout the day. We have schools buses, car pools, garbage trucks, street cleaning days, gardeners, and delivery trucks during various times of the day. There are a lot of kids in our neighborhoods. Why do you think people live in Cupertino?

2. There is a small park (Somerset Park) in my neighborhood used by children, dog walkers, and families living here. Bikes rushing through would cause safety issues.

3. I drive underneath the Mary Ave overpass on 280 on a regular basis. I don't see the volume of bicycle riders on that overpass. The Mary Ave bike lane from DeAnza College to the overpass is very wide already and I don't see it used heavily by bicycle riders. Where is the data that more bicycle paths are necessary? That Mary Ave overpass has been in place for how many years?

4. Safety. One of the positive aspects of my Neighborhood on Stokes Ave is reasonable privacy and safety. Entry is through Pennisula Ave and exit is through Pennisula Ave. Having another bicycle overpass across 280 allows easier access for entry and exit for crime suspects on bicycles. This is probably true for the proposed Gateways along Maxine Ave and Phar Lap.

5. Expanding the bike/pedestrian path from Blackberry Farm along Stevens Creek (Map 11) seems to be the less disruptive to the various neighborhoods in the Cupertino area. Less costly.

Thank you,
Frank Louie

Comment #: 691 **Name:** Julia Mannheimer
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

6/8/15
Dear Councilmembers and Decision makers:
Thanks for your work on planning for the Stevens Creek Trail.
As a resident of Los Altos and an interested citizen, I'd like to ask you to consider the following observations and concerns regarding the Stevens Creek Trail:
1) A trail is different from a path and different, still, from a bike lane on a city street. If we are to misidentify a bike lane as a "trail" there will be confusion about the route. Parents and others may send children or friends out to enjoy what they believe to be a trail. Consider the contrasting experience of a trail, which is separate from city streets, parked cars and driveways, from a bike path. Sending young riders who may not yet be city savvy cyclists out to navigate busy intersections and fast-moving cars creates hazards for both and risks the health and safety of those riders.

2) The intersections at the north and south ends of Fallen Leaf Lane and Louise are part of a box-like route that includes blind corners and hidden driveways. As a resident of the neighborhood, I walk this block with my dog most days. I feel safest walking in the middle of the street where I am most likely to see and be seen by the drivers of cars rounding those corners. Even when drivers obey the posted 25 MPH speed limit (which is often not the case), pedestrians and cyclists need to be very attentive to motor vehicles. The power line tower at the southern intersection, near Homestead Road, is narrow and obstructs the view of drivers, cyclists, and pedestrians, alike.

3) All of the proposed routes have some merit, but selecting only one will likely have a negative impact on residents and those who use the bike lane (please don't call it a path or a trail) because some routes are better suited to cyclists who are new to riding and some should probably be limited to the many city savvy cyclists who already use our many local bike lanes.

4) Lastly, I would like you to consider that all the routes under consideration should be enhanced for better bike and pedestrian safety. While signs in Cupertino indicate that it is a "bike-friendly" community, those who ride those streets often don't quite see it that way. What will it take to make Los Altos and our neighboring communities truly bike-friendly? Please consider signage at the end of the trail that identifies it as the end of the trail, which it is and will continue to be, and provide a high quality map that shows the variety of ways a cyclist can navigate through the city to link up with the next leg of the Stevens Creek Trail. By doing this, we will minimize high impact to any neighborhood and allow cyclists to select a route that is most appropriate to their riding skills and preferences. This, I feel, is the safest solution to this dilemma.

Again, thank you for your work and dedication to this project.
Julia Crockett Mannheimer

Comment #: 692 **Name:** Ruth McMullin
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Bike path, restroom facilities
Comment:

... @ Somerset park on Stokes Ave. Pot smoking goes on there now. Bathroom facilities would make that delinquent behavior more pleasant for those who indulge in that activity. I go to the park frequently with my granddaughter and prefer that it remain for the KIDS.

Respectfully yours,
Ruth McMullin

Comment #: 693 **Name:** Thomas Schaefer
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Response to Feasibility Study Draft Report
Comment:

To the Joint Cities Working Team and others concerned:

I would like to offer some comments on the Stevens Creek Trail Feasibility Study Draft Report and make some suggestions for moving forward with it.

The existing Stevens Creek Trail is a remarkable accomplishment -- built over a period of more than twenty years by the determined efforts of city officials and staff, volunteers, and others.

The present study presents us with a truly unique opportunity to connect the bay to the ridge-line by a continuous trail -- a connection that is hardly available at any other place in the South Bay. What is at stake here is whether that opportunity will continue to be pursued or be allowed to die from lack of public interest.

I have been a user of the Stevens Creek Trail for more than twenty years -- as a runner, walker, bicyclist and volunteer. I have also closely followed this feasibility study. During the past three years, I have regularly attended meetings of the Joint Cities Working Team and the Citizens Working Group, as well as a number of community meetings.

I live in Cupertino. Although my home is not particularly close to the trail (it is a thirty minute bike ride for me just to get to the trailhead), I often take advantage of the opportunity to visit. Even if my actual time on the trail is only twenty minutes, I find it truly rewarding to spend that time in the peaceful cover of trees, away from vehicle traffic.

My Criteria

Extending the trail is a complex problem with no easy solutions. The feasibility report offers a number of options of varying degrees of attractiveness. Because the ultimate feasibility of some of these options remains to be proven, I think it best to preface my recommendations with a list of the criteria by which I judge the various options:

- I strongly feel that any route chosen for the trail should be family-friendly and safe for kids. If any alignment does not meet that test, please let's not call it the "Stevens Creek Trail".

- This report has found that a continuous trail separated from motor vehicles is a feasible option for nearly the entire distance from Dale/Heatherstone to Blackberry Farm. This option deserves to be vigorously pursued.

- Some proposed options are quite costly, but in the end I think money spent on trails is well worth the cost. This applies not just to Stevens Creek Trail, but to the whole regional network of bicycle facilities, which is one of our most hopeful means of reducing vehicle traffic on the roads. Money spent on trails pales in comparison to what we spend on freeways and other facilities to support motor vehicles.

- It is absolutely essential to take a long-term view. It took twenty years to build the trail to the point where it is today. It may take several decades more to bring some of the ideas in this report to fruition. The stiff neighborhood opposition we see today could eventually change, as new generations of residents take their place with more expansive views of non-automotive modes of transportation. The important thing now is to keep the most promising options open.

My Preferred Alignment

This set of criteria has led me to a specific preference for trail alignment. The alignment I prefer is described in Chapter 3 of the Report: a pedestrian/bicycle pathway separated from traffic along almost the complete distance, including overcrossings of Fremont Avenue at Bernardo Avenue, highway 85 at Homestead Road, and highway 280 between Caroline Drive and Madera Drive. My recommendation is that this alignment should be vigorously investigated and, if it continues to be found feasible, used as the basis for future development of the Stevens Creek Trail.

What To Do Now
As I said above, I take a very long-term view of this project. I hope that policy-makers will also take a long-term view. Short-term, I think there is a lack of political momentum for moving forward with a large part of my preferred alignment. But I do see a number of goals that can be recommended and achieved now.

Here is what I think the Working Team and City Councils should do now:

1. Keep open the option of a grade-separated traffic-free alignment for the complete or nearly-complete route. This option is described in Chapter 3 of the Report, and includes a Fremont Avenue overcrossing to Bernardo Avenue, a bike path adjacent the Bernardo soundwall, an overcrossing of highway 85 on the north side of Homestead Road, and an overcrossing of highway 280 from Caroline Drive to Madera Drive. In my opinion, the most important thing the councils can do is to not take any actions that preclude eventual implementation of this or a similar route.

2. Define the next trail segment to be built as extending south in the creek corridor from Dale/Heatherstone to Remington Avenue, and provide trail access from Remington Avenue. Note that I am not advocating going all the way to Fremont Avenue, because the choice of the best option for reaching Fremont Avenue raises complex issues that will take too long to sort out.

3. Launch further engineering and traffic studies to confirm the feasibility of extending the trail to Bernardo Avenue via a pedestrian/bike overcrossing of Fremont Avenue, and via a bike path adjacent to the Bernardo soundwall at least as far as Astoria Drive.

4. Adopt the proposal for a pedestrian/bike overcrossing of the UPRR tracks near the Hammond-Snyder House, and development of associated parking area and facilities along Stevens Creek Blvd.

5. Continue to fairly allocate funds to pedestrian and bicycle facilities throughout the area based on assessment of relative benefit and cost of each project.

In closing, I want to congratulate all for the long hard work they have put into this. In particular, I congratulate consultant Jana Sokale and her team for the superb job they have done in completing this study. The most daunting part of their task was undoubtedly the huge number of options that needed to be looked at, which required a significant number of engineering evaluations, as well as meetings to raise delicate issues with agencies. Considering the scope of the task, they have done a truly top-notch job.

I have some additional comments that address specific points in the draft Report, which I will send in a subsequent email.

Please work to sustain the vision of the trail!

Sincerely,

Thomas Schaefer

Comment #: 694 **Name:** Nancy Gruspe
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: SCT Feasibility Study Comments
Comment:

Dear Representatives,

I would love to have a trail, but the advantages need to outweigh the disadvantages.

A trail is typically a path, track or unpaved road, but may sometimes be paved or a shared roadway. The SCT is a trail that is mostly separated from motor vehicle traffic. My understanding is that there are no available or feasible routes for an isolated trail between Fremont and Stevens Creek. This means that trail users will now need to be on the roadways.

Since we are on the roadways, the rules, design standards, design guidelines, and safety considerations for roadways should take precedence over trying to make the roadway "look" or "feel" like a recreational trail. Since we do not have open land available, all we can do is provide connectors between the segments of the SCT.

The CA DOT Highway Design Manual, Chapter 1000 provides guidance for Class I, Ii and III bikeways which they refer to as a bike path, lane or route, respectively.
Section 1000.2 indicates that mixing Class I, II, III bikeways is generally incompatible.
For those that would like to encourage bicycle ridership, a Class I path would be preferential. Section 1003.1 indicates Class i paths provide an exclusive right of way with cross flows from motorists minimized. (There does not seem to be an available Class I bikeway.)
Class II bike lanes are also for high demand, although Section 1002.1(3) comments that pavement markings alone will generally not enhance bicycling.
Class III bike routes in Section 1003.3 describes shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary.
Regardless of which type of bikeway is chosen, they are usually intended to promote a smooth flow for bicyclists, something that cannot be attained as easily on a residential street with numerous driveways. Painting a green stripe does NOT increase visibility of bicyclists to people backing out of driveways.

PROPOSAL:
Since the best we can provide are "trail connections", perhaps it is best to provide a separate bikeway (SCT signage could be added) and a separate route for pedestrians. The "trail ambience" is already broken so there is no reason they have to stay together.
Any bikeway should be placed preferentially on an arterial street over a collector street over a local street. A local street should be used only if the other options are not available or are extremely disadvantageous
The pedestrian route should NOT be marked to look like a bikeway or trail. A map could be posted at the trail break and the pedestrians can have the flexibility to choose their own route to connect.
NOTE that Fremont Avenue between 85 and Grant is a highly congested road with one of the highest accident rates in Los Altos.
Additional bicycle traffic should NOT be added to the mix without a serious and thorough study of the traffic impact.

Let's remember to be diligent and learn from the many design and guidance documents so many cities and organizations have developed.
The ends may not justify the means.
Thank you very much for your consideration.

Nancy Gruspe

Comment #: 695 **Name:** Christopher Hansen
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments on the Draft Four Cities Stevens Creek Trail Feasibility Study Report
Comment:

Dear Joint Cities Working Team and Citizen's Working Group,

I am writing in response to the draft Four Cities Stevens Creek Trail Feasibility Study Report. I believe this project was misguided from the beginning and the resulting report is of little, if any, use. The motivation for the project was to "complete the trail" and the draft report provides a historical reference on p. 3, "In 1961, the County of Santa Clara Planning Department prepared the first plan for the “Stevens Creek Park Chain.” This concept plan provided a framework for land preservation and public access along the creek. The plan envisioned that creeks be “preserved in their natural state and augmented by parks and other public open spaces, these creeks can be priceless possessions of the metropolitan area, emerald necklaces of parks and connecting trailways."

However, nowhere in the draft report does it mention that by 1961 the land along Steven's Creek in most of the study region (Los Altos, Sunnyvale, and Cupertino from Fremont Avenue to Steven's Creek Boulevard) had already been developed into residential neighborhoods. Thus, preserving the land along the creek for parks and trails was not possible because the land had already been used. The 1961 plan was not based on the facts at the time it was written. And, if the land was not preserved more than 50 years ago, it is absurd to believe we can go back in time and somehow preserve it for today.

There is no historical motivation for building a trail along or near the creek in this region. Entitlement to the creek by trail proponents is not justified by any facts. "Complete the trail" is merely dogma promoted by the Friends of the Steven's Creek Trail and echoed by their proxies in the four cities governments and the Citizen's Working Group. It is not a reasonable position for a government body to propose. No trail near the creek was feasible in 1961, and no trail is feasible today. Spending taxpayer funds in search of a "feasible route" while pretending that residential neighborhoods can be converted into "emerald necklaces" is a waste of everyone's time and money.

A better use of resources would be to look to improving existing infrastructure to help bicyclists travel throughout the region. Remarkably, a small citizen's group with zero tax subsidies called Citizens for Responsible Trails produced an excellent report that advocates practical trails. The report can be found here: http://4citiesresponsibletrails.blogspot.com/ . I suggest incorporating their report as an appendix.

Last, I hope the next time a four cities project is proposed it has better justification and better chances for generating a useful outcome for everyone.

Thank you.

Christopher Hansen
Los Altos

Comment #: 696 **Name:** Scott Violet
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Comments on Stevens Creek Trail
Comment:

Hello,

First, I want to thank the cities for the Stevens Creek Trail. I bike to work along the trail as often as possible. My daughters (ages 11 and 13) and wife also bike to various places in Mountain View using the trail. We love being able to bike along the trail to the Mountain View farmers markets as often as possible, and have biked as far as the Century 16 theaters in Mountain View. The trail enables my family to get out of the car for some exercise and family fun time. We truly love it.

I strongly urge the cities to work together to create more pathways such as the trail, and making road ways more accessible to biking.

While I love biking on the Stevens Creek Trail it is comical that the Trail ends on Dale and Heatherstone. There is no bike line at all at the Dale/Heatherstone intersection and the the roads are always filled with cars parked on the side. It is truly a dangerous section of roadway for bicyclists, especially young bicyclists. I worry every time I bike on Heatherstone with my family for their safety. The same came be said on Bernardo south of Remington. There needs to be better bike lines on these key access points.

I mentioned my family regularly bikes to the Mountain View farmers using the Stevens Creek Trail. The irony is we live in Sunnyvale and I would never consider biking to the Sunnyvale farmers market. The reason being there is no similar route as the Stevens Creek Trail to the Sunnyvale farmers market. Additionally to get to the Farmers Market I would have to pass El Camino, which has no bike lane, or Sunnyvale Saratoga. While Sunnyvale Saratoga has a bike lane, the speed limit is high enough that I would never consider biking with my family along it. The recent death of a bicyclist on Fremont and Mary is a stark reminder that bike lines are not necessarily enough.

Our cities need to work together to create a bike friendly community. Again, I urge the cities to work together to create more pathways such as the trail as well as generally improving access by bicycle to the city.

Thanks,

-Scott Violet, Sunnyvale, CA

Comment #: 697 **Name:** Meenakshi Gupta
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: [OakdellRanch] Phar Lap / Mann Drive Bike Path
Comment:

This email refers to the proposal to create a bike transit route through my neighborhood on Phar Lap Drive.

I have lived on Phar Lap Drive for the past 16 years and have come to appreciate the quiet, safe and friendly neighborhood environment. The people are familiar and are very considerate towards each other. Those who walk their dogs pick up after their dogs. Pulling into the driveway and backing out is easy given the limited number of people walking or cycling. Working in the front yard feels safe as the people walking about are known.

With the proposed bike 'trail' on Phar Lap Drive, I am very concerned about safety and friendliness of the environment. If the volume of those walking or cycling is on the higher side, it will become increasingly difficult to pull into the driveway and back out. Negotiating gaps between the flow of walkers/cyclists may lead to frustration on the part of home owners as well as those walking/cycling which may result in frayed tempers. Given the number of houses on Phar Lap Drive this would be a significant inconvenience for the walkers and cyclists as well. Moreover, I have seen cyclists on Stevens Creek and Foothill ride at reasonably high speeds. If they ride at similar speeds on Phar Lap Drive it would be outright dangerous. Not sure who will enforce this does not happen an on on-going basis. If the home owners have to keep reminding the cyclists to slow down it would lead to frustration. And this would be an issue every single day for all time to come. Over time, Phar Lap Drive could turn into a thoroughfare for cyclists. With strangers going by, the home owners on Phar Lap Drive may have to retreat into their houses. Today, when friends come over they can park on the street. If the proposed bike 'trail' results in no street parking on Phar Lap Drive, my friends will have to park in one of the cul-de-sacs. If all visitors on Phar Lap Drive end up parking in existing cul-de-sacs, we will create additional frustration within a peaceful, quiet and friendly community.

This proposal will negatively and permanently affect the Phar Lap Drive neighborhood.

We should investigate alternate solutions. Maybe we can invest in increasing the safety of the bike lanes on Stevens Creek Blvd and Foothill, respectively. Having two routes, one to Mary Avenue and another to Foothill Blvd. will allow more and better choices for bicycles and pedestrians without destroying our neighborhood. It would also allow access to The Oaks Shopping Center, Memorial Park, De Anza College, Rancho San Antonio.

I sincerely hope you will consider alternate solutions..

-Ashok (resident of Phar Lap Drive)

Comment #: 698 **Name:** Deborah Sterba
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: stevens creek trail
Comment:

Hello,

Just wanted you to know that I oppose a "trail" connector on Fallen Leaf Lane in Los Altos.
We moved into this area with the knowledge that this was a quiet, peaceful rural area, and we want to keep it as such! We do not want any public trail on Fallen Leaf Lane in Los Altos, as this is a residential street which is not appropriate as a connector between Mountain View and Blackberry Farm in Cupertino.
If you are so convinced that you must have such a "trail", you should seek out thoroughfares that already have bike lanes, sidewalks, and stop lights, (infrastructure already in place) and that have fewer residential driveways that could prove dangerous for both homeowners as well as "trail" users.
We want The Los Altos City Council to listen to us, as we are their constituents, and to say "No" to using Fallen Leaf Lane as a Stevens Creek "trail" connector!
Do not choose any routes through residential areas in Los Altos that have many driveways that could be potentially hazardous to public safety and security.

Sincerely,

Deborah Sterba

Comment #: 699 **Name:** Pam and Tom LaPierre
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT comment
Comment:

From: - Pam and Tom LaPierre
Sunnyvale, CA 94087

To: Stevens Creek Trail Feasibility Study - June 9, 2015

We have been residents on S. Bernardo Ave between Fremont and Homestead for 23 years and have lived in the immediate area for 16 years before that. We've raised 3 kids that went to Sunnyvale Middle School, West Valley Elementary School, Cupertino Middle School and Homestead High School.

As a family of 5 voters we are strongly opposed to the Steven's Creek Trail going down our street and ruining our neighborhood and there is another 295 local residents have signed a petition against the Trail on S.Bernardo.

We have been to all the public outreach meetings and most of the JCWT and CWG meetings. We are also members of the Citizens for Responsible Trails, so we're not against having many connections to the Trail utilizing existing infrastructure.

We have a lots of problems with the misinformation we've been hearing from proponents of the Trail. First of all is the talk about using open space along 85 and turning it into a park. The Friends of Stevens Creek Trail promote this as a "nature environment". Isn't that what it is now? It's an untouched space that we don't often see around here. Doesn't man coming in and plowing pathways for cement walkways or parking spaces and having people stomping all around plus dumping their trash etc. sort of ruin the whole nature theme? Besides you would have to cut down trees to make the bike paths and it would be open space near a noisy freeway.

Second - we have a huge problem with everyone saying this open space comes out of Fremont Ave. when actually it does NOT. Please stop looking at a paper map or on your computer. We urge you to go out and drive to that area. Go on the ramp to 85 towards Mt. View and you will see that there is a tiny little strip of land between houses plus a nursing home and the 85 freeway. All this talk about Mary or Foothill not being safe but they want to go along the highway. Again The Friends of Stevens Creek Trail have been promoting an overpass over Fremont Ave. Please go out and look at that corner by the Nursing Home and ask yourselves how a cement overpass can fit on next to it.

Finally, using the SCT as a safe route to school is FALSE. The Cupertino Middle School boundary is Fremont Ave. No one on the North side of Fremont Ave goes to Cupertino Middle School so there would be no use for the overpass over Fremont for school children. the inner neighborhoods coming from Mary, Hollenbeck and as far away as Wolfe have no reason to come all the way to Bernardo to go to school. The Los Altos parents would be crazy to send their kids under the freeway on Fremont just to go up the trail to go to school. The overpass over Fremont won't help them at all.

S. Bernardo Ave is a small residential street and it can not be made into a trail with nature or a "linear park" no matter how hard you try. It is along a sound wall next to a 6 lane freeway, and it's a major street leading to and from Cupertino Middle School at one end and the Hebrew Day School at the other end. Having S. Bernardo become a one way street will mean that the school children would have to cut out across the street in front of all the parent drivers only to have to cross again at the school where the traffic is already a nightmare. Clearly the bike people think S. Bernardo is a good idea but have clearly never been there at school or commute times.

There were a lot of comments at the public outreach meetings about this trail being a place to walk, run, walk your dog, meet your neighbors, get out of your cars ----- isn't that what SIDEWALKS are for. People have been doing just that for centuries.

Having S. Bernardo become a one way street will effect the lives of thousands of residents and school parents on a daily basis for the dreams of a few to have a class 1 "trail". It will be of no interest for the entire cities of Sunnyvale, Los Altos, Cupertino and Mountain View. This is an out of the way little street on the edge of Sunnyvale, People from all these cities will not need to come to this tiny corner to drive a few hundred feet on S. Bernardo. If they want to go to Mountain View Trail, Rancho or Blackberry Farm they will just leave their house and go directly there.

We urge you to remove S. Bernardo from being "feasible" and hope that your concentration will be directed towards making safer bike routes in all of the cities to benefit both bikers and drivers alike.

Comment #: 700 **Name:** Kelly Fairlee
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

Public Works-SCT,

I attended the meeting at the City of Mountain View on June 8, 2015. I concur with the vast majority of the citizens of the four cities who spoke out against the feasibility study.

The Stevens Creek Trail that is completed and is actually safe and away from traffic is wonderful. The problem lies in trying to link up the trail across an area that is congested with houses and busy intersections. A theme from the large number of speakers at last night's meeting was one of safety. When you have the trail running through streets that are active with people backing out of driveways and children playing outside, it is an unsafe place to put a trail.

The houses in these areas are very expensive and we pay property taxes on top of this. Careful consideration needs to be thought of when you talk of taking some of people's landscaped properties for the trail. Also, it was mentioned many times that this affects property values in a negative way. The aesthetic beauty would disappear as well no matter how you dress it up. It is not fair to take away parking or make a one way on someones street.

Why the push to connect in this area? Let it be. The people have spoken and I hope you've heard.

Thanks,
Kelly Fairlee

Comment #: 701 **Name:** Mark Law
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Homestead to Stevens Creek Input
Comment:

Dear Stevens Creek Trail Feasibility Study Members,

First, thank you for your service on this important project for our surrounding communities.

My name is Mark Law. I'm a 24 year resident of Cupertino. I live in the Oakdell Ranch neighborhood (Phar Lap Drive) in Cupertino. Before that, I lived in Sunnyvale for 3 years.

I fully support connecting the trail through Sunnyvale and Cupertino. However, as you well know, the connection cannot be a "TRAIL". As Merriam-Webster states, a trail is "a path through a forest, field, etc.".
So, the connection is really a collection of biking / walking paths and should be named as such.

Point 1: Please, please, please DO NOT make the trail connection go thru RESIDENTIAL NEIGHBORHOODS.

Here's why not:

SAFETY: Children play in these neighbor streets. The added traffic will be a safety hazard for the children AND the bikers. The multiple entry points from all the driveways and roads is an EXTREME hazard to the bikers / walkers and adds stress to the residents. My neighborhood alone has 9 road intersections and 72 driveways on Phar Lap. There's NO WAY a biking / walking path can be safely done here!

LOSS of neighborhood quality / property values: Our neighborhoods are a quiet, peaceful respite from the bustle of our urban community. Putting in a bustling, MAIN biking/walking thoroughfare will DESTROY their quality. If such a trail were in my neighborhood, I would NOT have bought the house I'm living in. The reduction in property values will be NEGATIVE for city revenues!

Point 2: Please, Please, Please, Please DO NOT build YET another UNNECESSARY bridge over I-280. This is NOT needed, NOT wanted, and an IRRESPONSIBLE use of money.

Here's why not:

It's **** NOT NEEDED ****. There are two EXISTING better alternatives to get past I-280. Either Mary Ave biking/walking bridge or Foothill Blvd. Either of these routes meets the stated goals of getting people better NON motor vehicle access to shopping and parks. Mary Ave bridge route provides access to the Oaks Shopping Center, Memorial Park, and De Anza College. Foothill Blvd route provides access to shopping center at Homestead and FootHill. More importantly, it brings bikers/walkers closer to Rancho San Antonio Open Space Preserve.

Shouldn't one of the largest "trails" provide convenient access to one our county's best "parks"?

Building another way past I-280 is just irresponsible use of funds when these other 2 options are SO CLOSE, so usable/available, and have so much value!

A much MORE responsible use of funds would be to IMPROVE the existing biking/walking paths on Homestead, FootHill Blvd, Mary, and Stevens Creek. Shouldn't the funds be spent in a way the MOST BENEFITS our community? That would be by making these EXISTING paths bigger, safer, and hence more usable. That would benefit the MAJORITY of the community by providing better access to shopping, parks, and De Anza College.

I've heard concerns about Stevens Creek Blvd. Well, use the funds to make the a separate from cars path, even if that means expanding the size of Stevens Creek Bridge of Hwy 85.

Thank you for your time,

Regards,
Mark Law

Comment #: 702 **Name:** Scott Hughes
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Input on Feasibility Study
Comment:

Hello,

Below is my input.

(1) Endless thanks to everyone involved in this effort. I realize that many of you have been hard at work for a long time. I hope that you can see it through; even if it lasts into 2016.

(2) Alignment; having attended several working meetings, I understand the schedule and the important next phase of alignment recommendations. Regardless of how challenging this goal may be going forward, I would like to re-iterate what I have heard from other input. This being that although there may be different input to the 4 different city councils, I believe it is imperative that the primary goal is a 100% contiguous trail across all the 4 cities studied and connecting directly to the existing trail. If the 4 City Councils cannot agree to support projects which realize this goal, then there may be a need for a "mis-alignment resolution phase" in which the working groups would need to resume meetings in 2016. I think that you may want to start discussions on this possibility in advance.

(3) Southern Destination; in the process of coming up with alignment recommendations, you may want to ask yourself; "what are the primary southern destinations?". When one hops on the existing or future trail and heads north, the obvious final destination is the jewel of Shoreline. However, if one were to head south from Shoreline or enter the trail in Sunnyvale or Los Altos and head south, I think you should consider, what are some sensible destinations? What is the primary destination? If this majority answer is DeAnza College and Metro Cupertino, then it seems that the existing Mary Avenue bridge presents a compelling cost savings trail option. However, if the primary southerly destination is Rancho San Antonio, then I think the alternate 280 crossing options to the West of Highway 85 might need to be ranked very early in the alignment process and then the rest might fall into place more easily.

Best Wishes and Much Thanks.

Regards,
Scott
(Cupertino Resident)

Comment #: 703 **Name:** Ava Hansen
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comment on Fallen Leaf Lane
Comment:

Dear Stevens Creek Trail Joint Cities Team,

I live in South Los Altos, and I attend Homestead High School. Each day I ride my bike down Fallen Leaf Lane onto Homestead Road to go to school. Fallen Leaf Lane is a road without sidewalks. Also, Fallen Leaf Lane has a series of steep winding slopes which require bikers to stand upright while riding, making it dangerous for inexperienced bikers to take the route. Lastly, before turning onto the heavy traffic on Homestead Road, there is no traffic light. Instead, there is a stop sign controlling traffic on Fallen Leaf Lane, yet no means of slowing down or even stopping the many cars that frequently speed down Homestead Road. As a result, bikers must ride on the opposite side of Fallen Leaf Lane (on the left side) before using a crosswalk to turn onto Homestead Road. However, the button for lighting up the crosswalk warning lights is situated over two and a half arms lengths away from the bike lane. It is impossible to be used by a biker approaching from Fallen Leaf Lane. Therefore, Fallen Leaf Lane is not feasible as part of the Stevens Creek Trail.

Sincerely,
Ava Hansen
Los Altos

Comment #: 704 **Name:** Dee Gustavson
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Use streets with bike existing bike paths
Comment:

Dear Representatives,

Use the bike paths that already exist on Mary Ave, Grant Road, and Fremont Ave.; spend money on those to make them safer to connect to the existing Bike Trail. Note the example of the bike path recently built on Homestead Road between Belleview and El Sereno, which is separated from traffic with greenery next to it. Continue to use the Mary Ave. Bridge designed and built with the purpose of connecting the SCT. Use the money saved on a new bridge to upgrade the bike paths that exist now.

Putting a Trail on residential streets like Fallen Leaf Lane is unthinkable. 250 trees would be destroyed in the 9' removal of land from both sides. Many of these trees were already old and huge when my husband and I moved here 43 years ago. We chose this tree-lined street because of its ruralness, quiet and peaceful atmosphere. Please do NOT change the character of our street.

Dee Gustavson

Comment #: 705 **Name:** Pat C. Oey
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please pick a beautiful extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,
Pat C. Oey
Sunnyvale

Comment #: 706 **Name:** Danessa Techmanski
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Safety Concerns for Homestead Villa
Comment:

To the Trail Feasibility Committee,

I live on Wallace Dr. in the area bordered by Barranca, Peninsular, Maxine, and Homestead. I am also an avid walker and hiker. At first thought the idea of having a trail run through my neighborhood sounds great for people like myself, but after really giving it some honest thought, I think it's a bad idea, much as I might want it for personal reasons. The reasons why all boil down to safety.

First off, I believe that the proposed crossing into the neighborhood is at the intersection of Maxine and Homestead. It is also the off-ramp for the 85 Freeway. Since I use that intersection multiple times daily I can tell you it's not a good choice. I always have to exercise extreme caution there as it is notorious for people running the red light as they come off of the freeway, especially when making a right turn through the crosswalk. I didn't let my three kids walk to the three local schools until the 8th grade because of it. An increased stream of pedestrians and bicycles through that intersection is only asking for trouble.

Second, the Homestead Villa neighborhood has some very blind corners and few sidewalks. Painting lines in the street does not offer protection to all of the young children who play in the streets and ride their bikes here. The population of families with young children has really grown here due to the proximity of the elementary school and junior high. I really have to creep around the corners when I'm driving because the kids forget to watch for cars. I know this because I live here, but people coming from the outside are not so aware of the "danger spots" here.

Third, is crime. Being bordered by an uninhabited creek area and being adjacent to several freeway on-ramps and off-ramps makes this neighborhood much more vulnerable to crime. We have worked hard as a neighborhood to have safety meetings, a neighborhood watch committee, an extensive Next-door blog, and the like, to keep our crime down. We have even considered putting cameras at the two entrance/exit streets to the Homestead Villas. Once you open this neighborhood to a daily onslaught of strangers with carte-blanch to park, walk, and hang around you take away all of our hard efforts to keep an eye who belongs here and who doesn't. Most burglars case our houses in advance. I know, I have had lights removed, open gate padlocks removed, caught someone casing our house recently, and our cars broken into twice. To me, this is a screaming factor in why we don't want throngs of strangers wandering through out streets. As a parent, I would also be much more concerned about letting my child play in my own front yard, let alone ride their bike on the street when total strangers have an excuse to be here.

Fourth, we have a large day care center at the corner of our neighborhood. There is a constant coming and going of parents dropping their kids off and picking them up which is probably right where the trail is supposed to enter our neighborhood. I think that it could really present a hazard for pedestrians and cyclists using the trail at that point when hurried parents are focused on getting to work or home, and not on the trail.

So much as I would love the trail here for myself, I cannot say that it would be worth the potential detriment that it could have on even one person, be it resident, hiker, or cyclist. I also feel that everyone should feel safe in their own neighborhood, and that is not something that we have the right to take away. Thank you so much for your time.

Sincerely,
Danessa Techmanski
Wallace Dr., Cupertino

Comment #: 707 **Name:** Bruce Bonke
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Input regarding the Stevens Creek Trail
Comment:

** Please delete the previous email sent and replace with this one. A couple of typos were corrected. Thank you. **

I live on Barton Drive (Belleville Way neighborhood) in Sunnyvale and have attended every Joint Cities Working Group meeting, every Citizens Working Group meeting, and most public meetings.

I appreciate the fact that the City of Sunnyvale has provided an opportunity for the community to submit feedback at this juncture. You will undoubtedly hear from a unified group of neighborhoods that advocate for trails that utilize existing infrastructure, minimize new and potentially disruptive impacts, and that maintain a fiscal responsibility. It is truly wonderful that neighborhoods that could potentially point fingers at each other regarding a best route have come together with a unified and thoughtful position. You will also likely receive input from individuals that want to fulfill the dream of the 'Stevens Creek Park Chain' that was originally outlined in 1961. The one thing that we can all agree upon on is that it would be ideal if we could recreate the experience that one has when using the existing trail that extends from Mountain View out to the Bay. It would be a great gift to this generation and those to come. Unfortunately it is not a possibility given the lack of access to the creek corridor itself south of Fremont Ave.

As to not be redundant to other input you will receive from the public, I'd like to use this as an opportunity to bring to light a few other items to consider.

Glaringly missing from this dialogue has been what has been the official stance from the Cupertino Union School District? Two of the routes still being considered run directly in front of West Valley Elementary and Cupertino Middle School. Both of those would require either removing parking or creating one-way streets. From a pure transportation and security standpoint you would think that the district would be a very important stakeholder in the SCT feasibility project. On the other hand with existing bike lanes on Mary Ave. and the existing $15M Don Burnett bridge already in place, a trail that utilizes Mary Ave could be very attractive to CUSD. Only the district could answer that question. Why has the district not weighed in on this or have they purposely been excluded? If conversations have taken place between policy makers, SCT committees, and CUSD there should be public transparency as what transpired during the discussions. In my opinion CUSD should have been proactively asked to release an official policy statement given how the trail would affect them.

Throughout the entire feasibility study process the public has been told two contradictory statements. First that the purpose of the trail is to provide a single route from the last segment at Dale/Heatherstone to the section that begins at Blackberry Farm. The project manager hired by the City of Sunnyvale has stated this many times during meetings. Yet the Draft Feasibility Report itself gives an overview of end-destinations in Chapter 1 – Purposes and Benefits (subset of the total list below):

Parks: DeAnza Park, Mango Park, San Antonio Park, Grant Park, Mary Ave Dog Park

Schools: Montclaire Elementary, St. Simon Elementary, De Anza College

Transit: VTA Bus Route 53, VTA Bus Route 51 and 55

Other Attractions: Foothill Crossings Shopping Center, Woodland Branch Library, The Oaks Shopping Center, Cupertino Senior Center

Page 17 of the Draft Feasibility Report states that: "The trail could facilitate bicycling and walking to local shops, restaurants, post offices and libraries along the route."

I live in the Belleville neighborhood and would not go out of my way to get on an official route that used Bernardo Ave. or Fallen Leaf Lane. Nor would residents of those neighborhoods (and beyond) go out of their way to get on an official route that used Belleville Way. The shortest distance between two points continues to be a straight line and people are smart enough to know how to get from point A to point B depending upon their requirements. We all have smart phones to help with the mapping. So when you net this out you have to ask yourself who would actually use a designated route. Take into account all of the possible trail uses and end-destinations and this leaves you with a concept that doesn't make sense.

My suggestion is to not waste any further money or time on this project until the above items are fully vetted.

Bruce Bonke
Barton Drive, Sunnyvale

Comment #: 708 **Name:** Deborah Sterba

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: no stevens creek trail through residential areas

Comment:

Greetings,

Just want you to know that I am adamantly opposed to a connector "trail" using Fallen Leaf Lane in Los Altos'

Not only would it be dangerous for "trail" users, because of the numerous residential driveways, but also for the residents living on or near Fallen Leaf Lane, or those drivers using this street. The traffic will increase tremendously, and with the Stanford Medical "offices" opening next year, there will be a traffic boondoggle affecting this neighborhood.

Is the Los Altos City Council ready to accept the responsibility for any consequences they might incur for allowing such a "trail" to pass along this rural street?

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Therefore, I most vehemently oppose a "trail" connector on Fallen Leaf Lane, in Los Altos, as well as any residential street in Los Altos with many residential driveways mixing with bicycles and pedestrians in such great numbers associated with a public trail.

Sincerely,

Deborah Sterba

Comment #: 709 **Name:** Otto Sterba
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Outside interests dominate the scene
Comment:

Honorable Representatives:

After last nights meeting at the Senior Citizens facility in Mountain View, it became clear to me that the proponents of this "Trail" don't pay any attention to the needs and wishes of the residents, as long as they can realize their utopian dream. We also noticed that they looked upon us from their perceived higher moral ground, as if we were nuts, not agreeing with them. Their real goal seems to be to eliminate cars all together. How realistic is that? In a suburban environment?

They also used false sentimental comparisons that had nothing to do with the issue at hand.

Just imagine, for hypothetical purposes, that everyone would be bicycling on the existing roads! They have to, in order to get to the Trail. What a nightmare this would be. Have you ever seen bicyclists, when they come in clusters, how the "obey" the traffic rules? It would be a disaster, and the children would be the ones suffering most. I wouldn't let them use this Trail.
Look at the daily trouble in San Francisco.

Besides, it probably takes longer to get from your house to the Trail, then to go directly to your destination. Very few residents, those who would live next to the "Trail", would be the users, otherwise mostly "through-traffic" of outsiders would be the users of this "corridor", and that for lots of millions of $$$$, which we will have to pay.

Besides, in my view, this bicycle fad may be gone in a few years, and then we have spent a lot of money for nothing. Again, it is "WE" who will pay in the end.
Bicycling should be fun and for sports and leisure, but not a forced means of transportation.

I also noticed that the proponents were much better prepared than us residents, since we never dreamed that we would ever have to defend what we thought was a given, namely the quiet character of our residential area.

We expect at least that the Los Altos City Council would represent our, the South Los Altos residents', needs and wishes.

Mountain View and Sunnyvale are much better suited for such an endeavor, if their residents want it.

It is a shame that, after 30+ years of resistance, we still have to fight for our rights against outside interests and moneys.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here. Most City Council Members even promised us to maintain the character of Los Altos.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

We don't need a "Trail" and we don't want one.

Please do your job and represent "US", to end these 30+ years of trouble.

Thank you.

Otto Sterba

Comment #: 710 **Name:** Robert Ma
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: Comments on Steven Creek Trail Feasibility study - Oppose to any Trail segment on PharLap/Mann Drive!
Comment:

To the Cities of Sunnyvale, Cupertino
Atten: Public Works - SCT

(Complete Comments are in the attached document)

My name is Robert Ma and I live at Phar Lap Drive, Cupertino. I have lived at this address since 1988, over 27 years. I have raised my family here and send my children to Cupertino public schools.

Comment #: 711 **Name:** LaNae Avra
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: SCT Feasibility Study Comments
Comment:

Dear Stevens Creek Trail Joint Cities Policy Working Team,

I am one of three Los Altos citizens serving on the Stevens Creek Trail Citizens Working Group. These comments represent my personal views and those of my family.

I live on Ben Roe Dr. in Los Altos, approximately three blocks from Stevens Creek. My neighborhood is surrounded by highways and busy commuter roads, which is great for driving, but is a barrier to biking outside the neighborhood. Number 1 on my wish list for the Stevens Creek Trail is that it provide ways for bicyclists and pedestrians to safely cross those busy streets. Adding pedestrian push-buttons to traffic signals and painting lines on the road is not adequate. Tunnels and bridges, such as those identified in the feasibility study, are least disruptive to traffic and are the safest option for bicyclists and pedestrians to cross Fremont Ave., highway 85, and highway 280.

I am among the more than 20% of Los Altos residents who live in the Cupertino Union School District, and our public middle and high schools are on the other side of highway 85. Much of the traffic that Sunnyvale residents experience around Cupertino Middle School and Homestead High School is my neighbors driving their kids to school because they feel the traffic is too dangerous for walking or biking. Highway 85 is also a barrier for students attending West Valley Elementary School, resulting in school commute traffic problems on Belleville Ave. The school is located near the western edge of its attendance area, so many students must cross highway 85 to get to school. Parents drive their kids to school rather than let them cross highway 85 on bike. A bicycle and pedestrian bridge over 85 at Homestead Rd. and a Class 1 pathway along Bernardo will give those students a safer route for biking and walking to school, which can significantly reduce the traffic around those schools.

I commute by bicycle to my job in San Jose. Most of the route is on busy roads such as Central Expressway, but I go out of my way to use a section of the San Tomas Creek Trail to safely cross highway 101. While the existing sections of the Stevens Creek Trail are not on my commute route, I would welcome a safer way to cross Fremont Ave. and highway 85. I currently cross 4 signalized intersections, 2 highway 85 ramps, and 6 lanes of traffic to go the short distance from my house to northbound Bernardo Ave. in the morning. A tunnel under highway 85, such as is identified in the feasibility study would provide a much safer, and more pleasant bicycle route for me to get to work.

My family regularly uses the northern section of the Steven Creek Trail. My husband uses it to commute to his job in Mountain View, my kids and I go running on the trail, and we use it for family bicycle outings to the Mountain View Caltrain station, to Shoreline Park, and to events in downtown Mountain View. In fact, we spend more leisure time and money in downtown Mountain View than downtown Los Altos because of the Stevens Creek Trail even though it's about the same distance to both areas from our house. City councilmembers take note: it is good for business to make your communities more accessible to pedestrians and bicyclists.

I applaud the efforts of the Four Cities Working Group and the Consultants. The Feasibility Study is a well-written, comprehensive analysis of the feasible alignments of the Stevens Creek Trail, and I urge you to work together to complete the trail. I also urge each city, regardless of which alignment is selected, to provide safe connections and access points to the trail for their citizens. It is the right thing to do, for the community and for future generations.

Thank you,
LaNae Avra

Comment #: 712 **Name:** Vikram Makhija
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail feedback
Comment:

I am a resident of the Phar Lap / Mann Dr. neighborhood and would like to provide my input to the group investigating the changes w.r.t Stevens Creek Trail. Please let me be clear - I am opposed to any added trails or bike lanes through our neighborhood and urge you to reject the Phar Lap and Mann Dr. neighborhood as an option for any section of this trail for the following reasons:

1) As many people voiced at the public meetings, a painted lane on a residential street is not a trail. This effort is conflating trails and commuter bike paths which are very different issues. There are better alternatives for transit biking than creating a thoroughfare though our neighborhood.
2) This neighborhood has many many young children (including my own at 6 and 2) who ride their bikes, play basketball and other sports on the street. Adult commute bikers through this neighborhood would be hazardous to children. They would no longer be able to play freely in their own neighborhood.
3) Turning a cul-de-sac neighborhood into a thoroughfare for bike transit will lower property values for everyone in this neighborhood. It will restrict parking, increase congestion, injuries and the added possibility of increased crime.
4) Bike lanes already exist on Stevens Creek, Mary and Foothill as does a bike walkway across 280. We would be better off not duplicating things and rather spending the substantial costs of this alternative to improve the lanes already in place.

Everyone I have spoken to in the neighborhood is very concerned about this and I would urge the committee, citizens working group and city council to reject the Phar Lap Dr. option for the sake of all the residents of this neighborhood.

Thanks,
Vikram.

Comment #: 713 **Name:** Lixin Meng
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: The feasibility study prove it is not feasible to build a trail experience
Comment:

I attended the recent public hearing of the feasibility report in Cupertino. Some young elementary kids spoke at the meeting about their wish to have a trail that is "close to the nature". It is such an encouraging scene to see young citizens spoke up in public.

But as adults, we also bear the responsibility of being honest to the next generation. There's no private land in the plan to build a real trail experience next to the creek. All plans are for connectivity routes through city streets, in front of people's drive ways, crossing busy intersections.

Can we honestly tell those fine kids that we are giving them a trail experience?

Do we really think it is going to be safer for kids of all ages to ride on them?

The answer from the feasibility report is no. A promise to have a summer vacation in China is different from a vacation in China town.

When the goal shifted to provide connectivity, we should consider utilizing existing infrastructures. There are concerns about existing infrastructures. That's exactly the reason we should use this opportunity to improve them. Building a new bridge will just open up new problems before fixing existing ones. The cost is huge comparing to the purpose and utilization of the new bridge.

I hope we can acknowledge the reality, be honest, and responsible in making financial decisions. We should not build new bridge. Instead, we should focus on improving existing routes.

Regards,

Lixin Meng
A Cupertino resident

Comment #: 714 **Name:** Senthilvel Rangaswamy
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello,

I am a resident in Mary Avenue. I have looked into the proposals for Stevens Creek Trail.

Mary Ave has existing bike lanes. It is already pretty busy street during school hours.
I don't think we have room to expand the bike lanes. That leaves us with no parking
on the streets. As such it is difficult for us to leave the kids in the front without keeping
them in close watch.

Hence, I would propose that we do not expand or change bike lanes on Mary Ave.

Thanks,
Senthil

Comment #: 715 **Name:** Purvi Mehta
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Steven-creek trail and bike route not option for Belleville Way, Grant and Mary is better option
Comment:

Hello,

My name is Purvi Mehta, residence of city of Sunnyvale over 5 years now. I live on Belleville way near the West Valley Elementary School. I oppose of having extension of the Stevens Creek trail on Belleville way due to following reasons:
1.
The Belleville Way is too narrow for cars especially it has elementary school which has continues crazy traffic from 7:45 am till 6 pm due to the YMCA -all day day care center at the school campus. The school starts at 8 am and every morning Belleville way is jammed with 400 to 500 cars, young children and strollers across the road.
2.
When I am backing up from drive way, I almost touch the other side of the street curb due to the narrower road facing up on Homestead from Belleville Way.

I recommend to have Stevens Creek trail extended to Grant road through Foot hill road and connect it to San Antonio road where there are railroad tracks, or use Mary Avenue which already has bike trail and wider road with no schools.

Thank you,
Mrs. Purvi Mehta

Comment #: 716 **Name:** David Gustavson

Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: We cannot trust the Process. At least, not yet.

Comment:

Dear Representatives:

1. It's clear that almost everyone wants a Trail, but only one similar to the Stevens Creek Trail as it is in Mountain View, with some proximity to Nature and separation from cars.
2. It would be blatant dishonesty to call a route down a residential street a "Trail".
3. We should take the long view. Over the next 50+ years, we should buy property along the creek as it becomes available, and eventually restore the area to a more natural condition that is compatible with a Trail, in a park, with wildlife habitat.
4. In the short run, however, we need to get people from Sleeper to Fremont Avenue and then let them disperse among the residential streets until they reach the next piece of real Trail.
5. Make it as safe as feasible for them to get to and use Mary Avenue and its bridge over 280, which was already built for this purpose.
6. Improve the bicycle paths on Fremont Avenue and Grant Road as much as feasible.
7. Improve the paths on Foothill Blvd to improve safety. Perhaps some restructuring near the 280 under-crossing could reduce the danger (for example, run the bikes near the center divider rather than crossing the entry/exit ramps along the right). Perhaps some minor bridges could separate bikes from traffic more perfectly.

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Do keep in mind that fast bicycles are not compatible with pedestrians or beginning riders (bicycles do kill pedestrians), so the avowed purpose of the Trail to keep all kinds of users safe is obviously impossible, unless you provide separate paths, with protective barriers, for each category of users, something nobody would dare to propose. Yet that's the very illusion of safety the Trail proponents promote.

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The recent (May-June 2015) three meetings for providing feedback to the SCT project are the very first ones (at least since early 2013 when I started watching/participating) that have even superficially seemed to want honest input from us ordinary citizens.

All the 2013 "public input" meetings were obvious frauds that tried to force people to choose a "favorite" among things they did not want at all, provided no way to provide any real criticism or opposition, and gave the strong impression that they were a check-box activity of the Working Group to prove that some legal requirement had been met. It was clear that all the inputs even such as they were would be irrelevant and ineffective because all the decisions had been made already, it only remained to pretend to talk to the citizens and it would be Finished.

For 18 months we all had to stand around waiting for that god-given Report, due any moment, to be delivered. And when it did appear, very suddenly, it was declared to be Final, not a draft, not subject to any corrections or improvements. A few of its flaws had been fixed, but many remained. When we pointed out some of those remaining, after a few weeks the Final document was suddenly relabeled a Final Draft for Comment!!

So, despite the organizational flow-charts and the professional-sounding standard boilerplate, nobody actually knows what the Process really is. It can change whenever it's convenient for someone behind the scenes.

And the constant background to these last 2.5 years has been a chorus of: "Wait! Trust the Process!" sung over and over by our City Councils and our Representatives on the Working Group.

The Report is supposedly "Feasibility" only, NO RECOMMENDATIONS, no judgment, no decisions. Yet there have been countless judgments embodied in that Report, such as the choices of which proposals to study, which already eliminated without any consideration some of the more interesting ideas, which could have been very attractive. Perhaps it was a lack of imagination, but I think it more likely that the workers had their own prejudices and motivations that set up the initial rules to predetermine much of the outcome.

In retrospect, everything makes more sense if one considers this to be a simple attempt to gather as much dedicated money as possible, to make sure it gets spent in this area. The bicycle trail is convenient for this, but creek rehabilitation can help too. If the trail can be forced to be "near" the creek, probably more money will be available to flow here than otherwise. This is the only explanation I can find to rationalize Fallen Leaf Lane being rated MORE feasible because it required many trees to be removed (October 2013 draft, intentionally left unchanged after this obvious "error" was pointed out; we were told it had been checked and was not an error.) This powerful financial undercurrent turns Fiscal Responsibility on its head: now spending is good and being efficient is bad.

At the third meeting, on June 8, Los Altos councilperson and Mayor ProTem Jeannie Bruins said the Process had been changed during the 18 month break. That's the first time I'd heard this. Perhaps the Process will get better.

But I don't think the Process up to this point has shown itself worthy of trust, and indeed I do not trust it. Not yet.

David Gustavson

Comment #: 717 **Name:** Nihar Mehta
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study opposing extension at Belleville Way
Comment:

Hello,

I am Nihar Mehta, residence of city of Sunnyvale over 5 years now.
I live on Belleville way near the West Valley Elementary School.

I oppose of having extension of the Stevens Creek trail on Belleville way due to following reasons:
1.
The Belleville Way is too narrow for cars especially it has elementary school which has continues crazy traffic from 7:45 am till 6 pm due to the YMCA -all day day care center at the school campus. The school starts at 8 am and every morning Belleville way is jammed with 400 to 500 cars, young children and strollers across the road.
2.
When I am backing up from drive way, I almost touch the other side of the street curb due to the narrower road facing up on Homestead from Belleville Way.

I recommend to have Stevens Creek trail extended to Grant road through Foot hill road and connect it to San Antonio road where there are railroad tracks, or use Mary Avenue which already has bike trail and wider road with no schools.

Thank you,
Mr. Nihar Mehta

Comment #: 718 **Name:** Archana Rao
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek trail selection
Comment:

Hello,
We have lived for the past 13 years on Phar Lap drive and have seen our children grow up in this neighbourhood. My children attended Stevens Creek Elem followed by Kennedy and Monta Vista and this year my eldest son just graduated from Monta Vista. Me and my family completely and vehemently oppose the extension of the Stevens Creek trail down Phar Lap to connect through 280 for the following reasons,
1. Driveway danger - Phar lap is lined up with single family homes all the way and as with a typical suburb, there are people (incl. my Senior) pulling out of the driveway, we have trees at the edges of our properties and there is no way to anticipate fast moving bikes and runners with high density on a regular basis. This is highly dangerous both for the residents and the runners and bikers planning to use the trail.
2. Use existing infrastructure - everyone who lives in our area are aware of the cars, bikes, trucks that frequent Stevens creek and Foothill and all the parents are very careful in those existing high bike traffic areas. There are existing bike lanes.
3. Costs - the costs to implement the trail through our neighbourhood is extreme and highly fiscally irresponsible and as a tax paying resident of this area for the past 13 years, we oppose this irresponsible spend.
4. Neighbourhood disruption - we are a quiet, respectful neighbourhood, where everyone is extremely caring and never generates noise and other disruption. Having a trail go through it will be hugely disrupting to our families, our children etc.
5. Roads and narrowing space - if trails were to be built, the roads would be narrower and neighbours would not be able to park outside their homes. For people such as us, with 2 teenagers and multiple cars, that would be a huge issue, leave alone having guests visit and parking for that.
6. Property values - This fiscally irresponsible plan would result in our property values plummeting - we live directly on Phar Lap and when we purchased our property, there were no plans to build a trail right in front of our home.

We hope that you will take the input from residents living directly on the street very seriously. Please feel free to contact me or my family if you have any questions at all. My address and phone number follows.

Best regards,
Archana

Comment #: 719 **Name:** Michelle Matkovich
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Residential Feedback on the Stevens Creek Trail Feasibility Study
Comment:

Honorable City Councilmember

I live in the Homestead Villa neighborhood in Cupertino on Wallace Drive and am against the proposal made in the Feasibility Study which impacts this area. My points are listed below:

1. Bike Path: Creation of a bike path in this area on the street and in front of resident's driveways is a dangerous proposal. There have been at least 2 recent reports that I am aware of, within the past week, of someone being hit while someone is backing out their driveway. Bike paths should not be put in residential areas. People are looking for a safer environment to bike, but directly in front of a home/driveway is not the solution. The better solution in my view is to use the existing funding to improve the current bike routes, or investigate/evaluate how a true bike trail was accomplished in other cities - several residents mentioned this in the meetings on 6/1 and 6/8.

2. Removal of Off-street parking: The Homestead Villa is a small quiet and peaceful pocket neighborhood, without sidewalks or street lights. Residents have enjoyed these benefits, and desire to continue without change. The removal of off-street parking would be a negative impact to all residents on Barranca, Peninsular, Maxine and Caroline, as well as Hibiscus and Wallace being used as overflow. Barranca would likely lose 9' of their front yard/driveway, making the driveways almost unusable. Peninsular Ave has residents on both sides of the street. Removal of off-street parking in that area would make living there almost impossible, not to mention the safety of driving in the neighborhood since the street is already narrow in a few areas and difficult for 2 cars to pass each other. Caroline is similar to Peninsular, as well as being narrower in spots, and Maxine is effectively treated as an extention of the off-ramp from Hwy 85 into the neighborhood. Speed bumps were installed a few years ago to address this issue. It seems to have effectively reduced the speed of drivers in the area.

Removal of off-street parking would be a hardship to the residents in all of Homestead Villa, since parking will then become a premium and residents and/or guests won't be able to park near the home they are living in/visiting. This will be incredibly harder for those residents on both sides of Peninsular.

3. 2nd redundant bridge - the only reason to impact Homestead Villa at all is to build a second multi-million dollar bridge where one is not necessary. There is a perfectly beautiful and severely underutilized bridge on Mary Avenue. less than 1 mile away, that cost ~$15M and took several years to build. I do not support building a second redundant bridge with taxpayer funds when it is possible to spend the funding to improve existing trails and paths to make them safer for residents. Please think fiscal responsibility.

4. 2nd Major Impact to the Neighborhood: The Homestead Villa neighborhood was previously impacted by eminent domain for Hwy 85. The neighborhood is quite a bit smaller than it used to be, and this neighborhood has already given for the betterment of the community.

Hwy 85 is used by hundreds of thousands of drivers, on a daily basis. Taking away prime residential land and amenities for a bike path that some will only use occasionally, and on the weekend, is unfair. It drastically changes the dynamic of our beautiful neighborhood. Residents would be permanently impacted (24x7x365), while the "bikers" would only use this on the weekends. Additionally, an extra 500-1000 bike path users would hamper the enjoyment of the neighborhood for all of our residents. Residents that have spoken have almost all said that they want a bike trail, safe for people to use, and most importantly, away from cars or traffic dangers. Putting a bike path in a residential area does not accommodate this objective.

5. Property Values - I have seen where the FOSCT boast that property values would increase in areas where the trail will exist. I strongly disagree. I have yet to see an actual study/report where putting a bike path in front of someone's home/driveway, with the removal of property and off-street parking would increase property value. I personally would not entertain the purchase of a home in an area with those impacts. Homes in the surrounding areas may enjoy a bump in value, but not the residents directly impacted.

6 Plans for use: I have not seen a plan, or reference to a planned plan, that will address the following issues: Path maintenance - Responsibility for maintaining the path
Safety of residents and trail users - Responsibility for keeping residents and trail users safe
Trash - Responsibility to maintain cleanliness of the path and residents impacted by irresponsible trail users
Hours of use - Hours of operation for when the trail can be used through a residential neighborhood - concern of use after hours
Ongoing monitoring - Plan for addressing all of the items listed above
All of these items will need to be addressed in detail.

Additionally, none of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In closing, the use of Homestead Villa for the proposed trail will change the neighborhood dynamic, forever, from a highly sought after, beautiful place to raise children and live peacefully, to a busy thoroughfare for a vast number of people. Not all people respect the property and living areas of others, and property values will likely decrease to the residents impacted. Please do not let this happen.
Please look at the existing paths with the objective of making them safe for everyone.

Thank you for your attention to this matter.
Michelle Matkovich

Comment #: 720 **Name:** LaNae Avra
Date: 6/9/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Add a "Safe Routes to Schools" section
Comment:

Providing safer routes for students to bike and walk to school is a significant benefit of completing the Stevens Creek Trail. I suggest that you replace the last sentence of "Transportation Benefits" on p. 17 with a separate "Safe Routes to Schools" section as shown below.

Thank you,
LaNae Avra, Los Altos

Safe Routes to Schools
In 1999, California was the first state in the country to legislate a Safe Routes to School program (AB 1475), which requires that a portion of federal transportation funds be used to construct bicycle and pedestrian safety and traffic calming projects that encourage increased walking and bicycling among students. Increasing the number of students walking and bicycling to school can reduce traffic congestion. Studies have shown that school travel accounts for 10-14 percent of autos on the road during the morning commute (U.S. School Travel, 2009, McDonald, Noreen C. et al., American Journal of Preventive Medicine , Volume 41 , Issue 2 , 146 - 151).

The area evaluated in this feasibility report includes two public high school districts (Fremont Union and Mountain View-Los Altos) and four public k-8 school districts (Cupertino Union, Los Altos, Mountain View Whisman, and Sunnyvale). Most of the students attending public schools in the study area live within bicycling distance to school, but dangerous traffic conditions prevent them from doing so. Several Cupertino Union School District schools within the study area have active Safe Routes to School programs that encourage students to walk and bike to school. The Stevens Creek Trail will provide safer bicycle and walking routes for these students, which can reduce auto traffic in the area.

Comment #: 721 **Name:** Mark Hadley
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: In support of a trail near our schools
Comment:

Short story: I'm a resident of Sunnyvale, near the creek, a parent of kids at 3 neighborhood schools, the volunteer Safe Routes to School coordinator for Cupertino Middle School, and a longtime cyclist and bike commuter. I support any kind of trail extension through Sunnyvale, especially ones that include Class 1 trails that will help our students, commuters and families get to their schools or jobs safely.

Longer story: After 3 years of being the Safe Routes to School coordinator at CMS, as well as occasional volunteer crossing guard, and 15 years of bike commuting on Sunnyvale streets, I've seen the chaos around our public and private schools at dropoff and pickup hours. I find it incredible the number of cars that need to flood to our local schools twice per day when 90% of our kids live within an easy walk or ride to school. Providing a protected route through our neighborhoods to our schools will help keep those who already are riding to school safe, as well as promoting walking and riding to the parents who currently think its too dangerous on the streets.

I'd much prefer a Class 1 trail for both kids and commuting, especially the proposed Bernardo Ave route. This route shadows an already-popular bike commuter route, and would provide one safe route to CMS. Serious bike commuters like me would be happy to share a commuting route with students for the 15min per day that students would be using it, and any safety issues of combining slower kids on bikes with faster experienced cyclists pale compared to the safety issues these kids are facing today on the streets.

The existing Steven's Creek Trail is a real gem - let's make it more accessible to Sunnyvale, Los Altos and Cupertino residents.

--Mark Hlady, Barton Dr Sunnyvale

Comment #: 722 **Name:** Sharon Hoo
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Issue
Comment:

I am opposed to the Stevens Creek Trail being proposed for Phar Lap and Mann Streets. I live on Phar Lap Dr. and moved here because of the peaceful setting this neighborhood provides. These are residential streets not main thoroughfares for a major trail. I walk the neighborhoods above and below Phar Lap and Stevens Creek Blvd. so I can only imagine how much busier both streets will be with more bikers and hikers. I have safety concerns having to dodge the traffic from our driveways and streets. I'm sure the criminal element will find us too. Those wanting the trail through our neighborhood don't live here. 'It's not their neighborhood' so its a good idea. But I'm sure if it were their neighborhood, they would be just as vocal against their street being made into a major trail. Besides any biker and hiker will not be able to see any creekside on our streets because it is in the homes' backyard. It makes no sense to use our streets just because it is closest to the creeks because one doesn't even see a creek until heading toward Blackberry Farm trail on Stevens Creek Blvd.

Infrastructures already exist on Stevens Creek Blvd. toward De Anza College and Foothill Expy. to make it a fun trip with nice places to take a break. None of that exists in this neighborhoods. Utilize the Mary Bridge or Foothill Blvd. and give the businesses more foot and biker traffic. It's definitely a more logical, practical and fiscally responsible way to build the trail, especially if more improvements/signages can be implemented for the safety of bikers. I see bikers on Stevens Creek Blvd. all the time because of the challenges it provides in the dips and hills of the street. They cannot use the speed in a neighborhood street like Phar Lap or Mann like they can do on Stevens Creek Blvd.

DO NOT use our street as a trail thoroughfare as your feasibility study recommended. Put yourselves in our situation and I'm sure you wouldn't want your street turned into one either. We were here first and paid dearly for our homes. It's arrogant and ludicrous for the City of Cupertino to destroy this neighborhood.

Sharon Hoo

Comment #: 723 **Name:** Hsiao Yen

Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Stevens Creek Trail

Comment:

Dear Committee Members, Council Members,

I am a resident of Sunnyvale for over 20 years, and a bike lover.
We all has to give credit to those who had great vision to plan this trail in 1961. According to Wikipedia (http://en.wikipedia.org/wiki/California_State_Route_85), HWY 85 was first planned in 1950s. Again,

"During Governor Jerry Brown's tenure in the 1970s, the building of highways was de-emphasized in favor of mass transit, and some building was allowed on the right-of-way with the expectation that the freeway would never be built."

So some of the buildings along HWY 85 was established after the early trail proposal of 1961. It is sad that the trail has not completed before our cities become one of the most vibrant, with urban developments, communities in the country.

I wasn't here in 1961. But I can image their vision: people need a trail from hills to bay to enjoy the nature beauty of this section of bay area. This will be mainly laid along the Steven Creek, so people can mingle with the trees, bushes, flowers and water in the stream while walking, biking on this trail. Users need not pay attention to traffic, not bothered by noise from cars, will not disturb the quite life of neighbors. All nature environment.

I can have that feeling while riding bike from the Bay to Dale/Heatherstone bridge in Mountain View. It is a great trail. However, When I open a map, I can not find any such a similar potential trail from Heatherstone Way south to Cupertino. All options on the Study has to use large sections on street with traffic, schools and homes.

As a bike rider, I am using exiting bike lanes. There are large area in the boundary of four cities covered by bike lanes. In western Sunnyvale, it is along May and Fremont. They can be connected to others by short connections with little effort.

* Bike Lanes are for adults---Trails are for families

One of the options in the Study proposes to convert Bernado St from two-way to one-way. The reason is "It is a low traffic" street. There are 45 houses with front door and garage facing Bernado. One-way Bernado will bring very significant difficulties to their daily life; It is NOT just "DON'T BE ON MY FRONT YARD". (My house is not on that street.) Not only people from those 45 houses have to drive LOOPs several time a day, lot more people on other neighbor streets will be forced to do the same. Besides, Cupertino Middle School is on that street. South Peninsula Hebrew School, a K to 8th, full scale school is 150 yards from Bernado. All kids from this neighborhood also attend West Valley elementary and Homestead High School. All of them and parents use Bernado to send and pick kids. Bernado is a very busy street during school time.

* Therefore, one-way-Bernado will not only affect those 45 homes, it will also bring various degrees of problem to lots more homes on other streets.

* One-way-Bernado will affect the most number of people among all options. None of options is feasible in today's environment.

* There is no resource to develop a trail. The time has passed.

Don't spend resources to the Idea-of-Past.

Best Regards

Hsiao Yen

Comment #: 724 **Name:** Ben Stetson
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT My comments
Comment:

I am not trying to "stuff the ballot box." The first two times I tried sending my comments I received an error message. I just want to be sure that one copy got through. Thanks you, Ben Stetson

My Comments regarding the Stevens Creek Trail
First I think we should have a major rule that the Cities will not commit to a major expenditure, such as building another bridge, or a major decision, such as disrupting a neighborhood; unless there is an actual, demonstrated need; rather than just a wishful, forecasted need. There are discussions about a second bridge over 280 but not because the existing bridge over 280 is too crowded.

My proposed connector bike route has the following goals:
1) Maximize the “true trail” experience. That is what everyone enjoys and we cannot get that on neighborhood streets.
2) Connect the Trail
3) Minimize disruption to the neighborhoods so that at the end of this project we can all live in harmony.
4) Don’t disrupt the many for the benefit of the few. That is not how democracy should work.
5) Be fiscally responsible by making better use of existing infrastructure.
6) Improve the safety of the bike lanes without disrupting the neighborhoods.
Remember that, based on a 2012 survey of trail users:
50% use it for recreation
35% for exercise and fitness
7% for commuting
8% for local transportation

So, 85% of the trail users will exit the trail at the same place that they entered the trail. For them it is definitely about the journey, not about getting to a destination. They are going for an enjoyable ride, a jog or a walk.
Use the money that was saved from not building more bridges for creating a true trail experience on the undeveloped 22 acres between 85 and Bernardo, Heatherstone and Fremont. Loop the trail down to Fremont but DO NOT exit at the Fremont/Bernardo/85 existing traffic mess. Instead, loop back north and exit the nature area at Remington. Go 0.1 mile to connect to the existing bike lanes on Remington. Then Remington to Mary to the existing bridge. There are some short gaps in this route but they are far less costly and far less disruptive than all of these other options that we have been spending so much time and emotion discussing. Over the bridge to “Cupertino Mary” to Stevens Creek Blvd.
Stevens Creek Blvd, is where I see the real challenges. Although this is a Cupertino issue, I would like to share my thoughts. I can think of three possible scenarios here. 1) IF it can be negotiated for the SCT to use the service road on the west perimeter of the De Anza campus: that would be by far the safest, cheapest and least disruptive option to get to McClellan Rd. From there go to McClellan Ranch and the SCT. At first, I would install “Flashing Light” pedestrian crossings at the Stevens Creek Blvd. (SCB) and Mary intersection. If, and only if, the actual usage justified it; I would then investigate routing the SCT along the west perimeter of the Oaks Shopping Center and a Bridge over SCB to the DeAnza service road. Again, I would do that only after the usage justified it. 2) If the DeAnza route is not possible, the routing along the west side of the Oaks becomes more important. It would eliminate the SCT crossing the four entrances into the Oaks. This would be better for both the SCT users and the Oaks. If the new owners of the Oaks see the value of making the “New Oaks” an oasis stop on the SCT, they may favorably negotiate this SCT routing on a narrow part of their property. If this is not possible, cut an opening in the sound wall along Cupertino Mary and place the SCT next to the Oaks property line, within the 85 right of way. This would be more expensive but still far, far less than building a new bridge over 280. 3) Next the SCT would go west along Stevens Creek Blvd. First, “flashing light” crossings would need to be added at the 85 on-ramp next to the Oaks and at the 85 off-ramp further west on SCB. On the SCB Bridge over 85, I would personally require walking the bicycles across the bridge. If the usage justified it, I would widening the SCB Bridge to have a dedicated, two-way, Class 1 bike route over the bridge. This would be expensive but still a lot cheaper than a new bridge over 280. Beyond Peninsula Ave, I think the traffic is greatly diminished and there the SCT could continue in the existing bike lanes to Black Berry Farm and the existing SCT trailhead.

Safety of young children on SCT. There has been a lot of discussion on this topic. For the sake of discussion, let's assume that we could afford to do anything to make the route safer for children bike riders. We would build a bridge over Fremont, disrupt a neighborhood between Fremont and Homestead, build a bridge over Homestead, disrupt a neighborhood between Homestead and Hwy 280, build a bridge over 280 and disrupt a neighborhood between 280 and Stevens Creek Blvd. Now we think we have a safe route for children bike riders but do we really? I ask all of you who have had small children to follow my logic and see if you come to the same conclusion that I do. For the first trip, the children will follow their parents over this route. Maybe for the second time, maybe the third time but at some point I imagine that my daughter at that age would have told me, "Oh Dad! I want to ride on the part of the trail next to the trees and the creek. I don't want to ride on the part of trail up and over all those bridges and through all those streets. That part is YUCKY!" It's boring to her and rightfully so in comparison to the "True Trail" experience parts. Also, how many miles are small children willing to ride? As one mother stated at the first meeting, "Small children will not be riding all the way to the Bay." Why spend two miles of their ride on the "Yucky Street" part? After spending all that money and, even more costly in my mind, disrupting all those neighborhoods, we will have a safe bike route for children, that to my way of thinking, very, very few children, if any, would use. We would have spent many millions of dollars and disrupted several neighborhoods for what benefit? I think that those millions of dollars could have done far more good, for far more children by expanding the Sunnyvale Library.

Don’t disrupt the many for the benefit of the few. Sometimes in modern society, it is unavoidable to disrupt the few for the benefit of the many- --new highways, schools, hospitals etc. But this is NOT one of those times. What is being considered is the disruption of the many for the benefit of the few. In my Belleville neighborhood, there are 357 houses and 170 apartments; a total of 527 residences. Assuming an average of two people per residence, that is 1,050 people. Add to that, the 650 students at West Valley School and you get 1,700 people whose only vehicle access to home or school is Belleville Way. 1,700 people who will be disrupted by eliminating parking on one side of a mile long street. Ask yourself how many people will use the trail and remember you can count only those who use the trail between Fremont and Homestead (same limits used to count those disrupted). That ratio gets even more dramatic when you count the number of trips. Residents: 1,050 X two round trips per day X 7 days X 50 weeks. Students: one round trip per day X 181 school days. A total of over 850,000 people-round trips at a minimum. Consider that the most vocal user of the trail is on record that he and his family use the trail “a few times a month.” Not daily, not weekly but only a “few times a month.” Those who use the trail to commute to work would make 5 round trips per week, but they are only 7% of the trail users. Local transportation users are only 8% of the trail users. The recreation users (50%) and the exercise and fitness users(35%); how often do they use the trail during the week in the short fall and winter days, when it is dark by the time they get home from work? How often do any of the users use the trail at night? In the rain? When there is a chance of rain on the return trip back? The disruption of a Class 1 Bike lane, separated from traffic, is permanent. It is a disruption day and night, 24/7. You will get similar results for the Bernardo and Fallen Leaf neighborhoods. Don’t disrupt the many for the benefit of the few.

Improve the safety of the existing bike lanes without disrupting the neighborhoods. One of the members of the Citizens for Responsible Trails group (CRT), found the following website with possible safety improvements, www.peopleforbikes.org or just Google “14 Ways to Make Bike Lanes Better.” Of the 14, I would start investigating: Turtle Bumps, Oblong Low Bumps, and Linear Barriers options shown there. My hope is that these safety features would still allow curbside parking, if the driver drove over them slowly. Another option is switching the location of the parked cars and putting the bike lanes next to the curb. NONE of these features should be utilized without the approval of a strong majority of the residents of the effected streets. Unfortunately, there are practical limits to how much we can improve bike lane safety on residential streets with a large number of driveways and people backing out. The recent tragic death of a bicyclist at the Mary/Fremont intersection also demonstrates that there are limits on what the community can do to safeguard its bicyclists. There is NOTHING that the community could have done to prevent a cyclist from riding through an intersection on a red light. I think that parents of small children and bicyclists of all ages have a responsibility Not to ride on any path where they do not feel safe. The community cannot be expected to make every route safe for every rider. The resources needed and the neighborhood disruptions required do not justify the added benefit. I personally will never ride on Foothill Expressway nor will I want any of my loved ones to ride it.

In closing, I have attended all three of the recent public meetings and many more meetings over the last 29 years that I have lived here. In all of those meetings, I cannot remember any trial advocate expressing even the smallest amount of empathy for the residents of the neighborhoods that they were so eager to disrupt. I have heard many times that they were baffled by why we residents weren’t eager to see our home values go up. A couple of responses to that: 1) the property values also went up on all the streets that didn’t have bike paths. 2) The residents who would have benefitted from the increased values, DIDN”T want the increased values. They wanted the neighborhoods that they had bought into, not the disrupted neighborhood that the bicyclists were trying to force upon them. I think that the trail enthusiasts are a small segment of the community and have already received many improvements paid for by the community. I do support developing the trail in the 22 acre area between 85 and Bernardo but I am against almost everything else that has been discussed in these latest meetings. I believe that the trail enthusiasts have become arrogant and greedy! There are many other worthwhile causes that far better deserve the community’s resources and attention.

I especially want to thank the Feasibility Study Group for giving me the opportunity to learn a great deal about this project and for patiently listening as I shared my thoughts. Thank you.

Ben Stetson
Belleville Way
Sunnyvale

Comment #: 725 **Name:** Tim A. Dowd
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Feasibility Study Comments
Comment:

I am a resident of Phar Lap Dr. in Cupertino; my house is between 30 and 40 feet from the creek. Here are my thoughts, thanks for any consideration of them.
The Mary Avenue (Don Burnett) bicycle-pedestrian bridge was only completed in 2008, but the ramp on the Sunnyvale end was in place next to Homestead High School in the 1970s; this calls into question how long it would take to build yet another bridge nearby and how that construction would impact the residents on either end.
Bridges require maintenance; who pays for that? Who keeps it clean?
Changes being considered (by Caltrans) to the junction of the two freeways and the expressway would need to be known before any bridge might be built; those changes are needed more and would benefit many more people than another bicycle bridge.
Have studies into the feasibility of using loaner jetpacks or a zip line to get over the freeway(s) been done? They seem at least as, if not more, feasible than another bridge.
The ultimate goal is not clear; it seems to be heavily weighted towards bicycle access. If this is truly about a creek trail then bicycle access should be the least important consideration. I see bicyclists on Foothill boulevard/expressway all the time; they have access already.
The feasibility study does not seem to weigh use of existing infrastructure heavily enough.
The feasibility study does not seem to weigh the importance of existing neighborhood quality of life heavily enough – or at all.
Greater benefit to a larger number of people for a lower cost could be achieved by improving the safety of existing pathways – namely Stevens Creek Boulevard from Mary to the trail and Foothill Expressway at 280.
Thanks,
Tim A. Dowd

Comment #: 726 **Name:** Carla Crowley
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail - Feedback
Comment:

To Whom it May Concern,

As a Los Altos resident, I strongly urge that any recommendation by the JCWT in regards to a path within Los Altos follows the preferred bike route established by the City of Los Altos in the "City of Los Altos Stevens Creek Trail Feasibility Study" finalized in 2008.

The Los Altos study made a route recommendation of Fremont Ave to Grant Rd based on numerous considerations, including safety to the trail user, accessibility to Los Altos residents, environmental impacts, connections to key destinations, traffic impacts, trail environment, neighborhood impact, homeowner security, opportunities for multiple user groups, directness of route, public support and timing. I believe the city's general plan to "maintain that semi-rural appearance as a desired quality" supports the exclusion of quiet residential streets as an option. I support the thorough study and recommendation for a route of Fremont Ave to Grant Rd if the trail connector runs through Los Altos.

However, I would be remiss if I did not mention that I have concerns about any bike path crossing the driveway of the new medical offices soon to open in Sunnyvale on Fremont Ave. I hope the JCWT will consider any potential impairment of driving for those in need of medical attention in addition to the increased volume of traffic.

If the trail does not run through Los Altos, as a taxpayer, I strongly urge that the JCWT use the existing $15 million bridge at Mary rather than use tax dollars to build a new bridge. Supporters of a new bridge have touted Federal Grants as "free money." As a CPA, I believe that none of our tax dollars are free and that we as citizens have a civic responsibility to use our public funds wisely.

Thank you for your consideration.

Respectfully,
Carla Crowley

Comment #: 727 **Name:** Mukesh Garg
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Concerned Resident regarding proposed Stevens Creek Trail
Comment:

Hello,

My name is Mukesh Garg and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Sincerely,

Mukesh Garg

Comment #: 728 **Name:** Debra Sterba
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: stevens creek trail
Comment:

honorable representatives

Hello,

Just wanted you to know that I oppose a "trail" connector on Fallen Leaf Lane in Los Altos.
We moved into this area with the knowledge that this was a quiet, peaceful rural area, and we want to keep it as such! We do not want any public trail on Fallen Leaf Lane in Los Altos, as this is a residential street which is not appropriate as a connector between Mountain View and Blackberry Farm in Cupertino.
If you are so convinced that you must have such a "trail", you should seek out thoroughfares that already have bike lanes, sidewalks,stop lights,and traffic signals. You need to look for streets with fewer residential driveways, as these driveways would be very dangerous for both homeowners as well as "trail" users. Automobile traffic is already congested in this area, and with the Stanford Medical "offices" opening next year, it will be an accident waiting to happen if you put a connector trail on Fallen Leaf Lane

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Thank you for considering my opinion.

Sincerely,

Deborah Sterba

Comment #: 729 **Name:** Cameron Wolff
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Four Cities Joint Feasibility Study – Feedback
Comment:

Greetings Planners,

Thank you for the opportunity to provide input on the Stevens Creek Trail Feasibility study. I feel I offer a unique perspective given my dedication to cycling and moving my family by bicycle.

Our family moved to Sunnyvale from The Edgewood Hills area of unincorporated Redwood City in 2012. We did this for a number of reasons, which includes being near the French American School of Silicon Valley (at Serra Park) for our kids, being closer to my job in Cupertino, and living in a city where much of our transport could be accomplished by bicycle, without the need to get in a car.

Since then, our family has seen much of the city by bicycle, with our cargo bike (seating for 3) serving as my primary mode of transport for in-city trips, school drop-offs, farmer's markets, shopping and more.

The more I travel around with my kids in tow, the more I appreciate traffic calming, safer streets, protected bike lanes and dedicated trails. While these concerns weren't as paramount to me before as an experienced bicycle rider & commuter, I now look at my routes form a different perspective. I now see how important perceived safety is for other groups of cyclists, including new riders, older riders, women, and anyone else who would rather chose to not 'battle' dangerous motor vehicle traffic to get from point A to point B.

I'm a bit disappointed that there aren't better alignment options that do justice the amazing trail that runs through Mountain View, but I think the focus should be on an extension that provides a safe, efficient connection from the southern segment to the existing segment through Mountain View. Every effort should be made to keep the segment protected so that we're not exposing 'trail' users to the dangers of traffic.

For these reasons, I strongly prefer the mostly grade-separated Bernardo route with the dedicated 85/280 crossing. I would hope that those inconvenienced by changes to Bernardo could see the advantages to providing safer, healthy, bicycle & pedestrian transport to and through school zones and around high traffic areas, which are often dangerously choked with cars.

The current section trail isn't on my normal transit route, but I've occasionally used it when commuting between work meetings in our West Cupertino and North Sunnyvale campuses. I look forward to these days, and will go out of my way to weave through Los Altos to connect to the trail at Heatherstone. I'm sure that a more through route will gain a large number of additional commuters on weekdays who would rather not sit in Highway 85 traffic, as well as recreational users who want to get some healthy exercise. I personally look forward to the day when cyclists and pedestrians can enjoy a car free route through this section of the city.

While our family has an absolute blast riding our bicycles, cycling is also a very serious activity for us, which provides the primary method of getting to school, work and shopping and reducing our impact on the planet. We've been able to cobble together some safe routes through our beautiful neighborhoods, but I hope to see a day where Sunnyvale can focus more of our funds on more scalable, sustainable modes of transport and create more, better, safer bicycle routes. Hopefully our city planners will see the value in this – the Stevens Creek Trail Extension project is a promising sign of a bright future!

Regards,
———

Cameron Wolff

Comment #: 730 **Name:** Ben Stetson

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: SCT My comments

Comment:

My Comments regarding the Stevens Creek Trail

First I think we should have a major rule that the Cities will not commit to a major expenditure, such as building another bridge, or a major decision, such as disrupting a neighborhood; unless there is an actual, demonstrated need; rather than just a wishful, forecasted need. There are discussions about a second bridge over 280 but not because the existing bridge over 280 is too crowded.

My proposed connector bike route has the following goals:

1) Maximize the "true trail" experience. That is what everyone enjoys and we cannot get that on neighborhood streets.
2) Connect the Trail
3) Minimize disruption to the neighborhoods so that at the end of this project we can all live in harmony.
4) Don't disrupt the many for the benefit of the few. That is not how democracy should work.
5) Be fiscally responsible by making better use of existing infrastructure.
6) Improve the safety of the bike lanes without disrupting the neighborhoods.

Remember that, based on a 2012 survey of trail users:

50% use it for recreation
35% for exercise and fitness
7% for commuting
8% for local transportation

So, 85% of the trail users will exit the trail at the same place that they entered the trail. For them it is definitely about the journey, not about getting to a destination. They are going for an enjoyable ride, a jog or a walk.

Use the money that was saved from not building more bridges for creating a true trail experience on the undeveloped 22 acres between 85 and Bernardo, Heatherstone and Fremont. Loop the trail down to Fremont but DO NOT exit at the Fremont/Bernardo/85 existing traffic mess. Instead, loop back north and exit the nature area at Remington. Go 0.1 mile to connect to the existing bike lanes on Remington. Then Remington to Mary to the existing bridge. There are some short gaps in this route but they are far less costly and far less disruptive than all of these other options that we have been spending so much time and emotion discussing. Over the bridge to "Cupertino Mary" to Stevens Creek Blvd.

Stevens Creek Blvd, is where I see the real challenges. Although this is a Cupertino issue, I would like to share my thoughts. I can think of three possible scenarios here. 1) IF it can be negotiated for the SCT to use the service road on the west perimeter of the De Anza campus: that would be by far the safest, cheapest and least disruptive option to get to McClellan Rd. From there go to McClellan Ranch and the SCT. At first, I would install “Flashing Light” pedestrian crossings at the Stevens Creek Blvd. (SCB) and Mary intersection. If, and only if, the actual usage justified it; I would then investigate routing the SCT along the west perimeter of the Oaks Shopping Center and a Bridge over SCB to the DeAnza service road. Again, I would do that only after the usage justified it. 2) If the DeAnza route is not possible, the routing along the west side of the Oaks becomes more important. It would eliminate the SCT crossing the four entrances into the Oaks. This would be better for both the SCT users and the Oaks. If the new owners of the Oaks see the value of making the “New Oaks” an oasis stop on the SCT, they may favorably negotiate this SCT routing on a narrow part of their property. If this is not possible, cut an opening in the sound wall along Cupertino Mary and place the SCT next to the Oaks property line, within the 85 right of way. This would be more expensive but still far, far less than building a new bridge over 280. 3) Next the SCT would go west along Stevens Creek Blvd. First, “flashing light” crossings would need to be added at the 85 on-ramp next to the Oaks and at the 85 off-ramp further west on SCB. On the SCB Bridge over 85, I would personally require walking the bicycles across the bridge. If the usage justified it, I would widening the SCB Bridge to have a dedicated, two-way, Class 1 bike route over the bridge. This would be expensive but still a lot cheaper than a new bridge over 280. Beyond Peninsula Ave, I think the traffic is greatly diminished and there the SCT could continue in the existing bike lanes to Black Berry Farm and the existing SCT trailhead.

Safety of young children on SCT. There has been a lot of discussion on this topic. For the sake of discussion, let's assume that we could afford to do anything to make the route safer for children bike riders. We would build a bridge over Fremont, disrupt a neighborhood between Fremont and Homestead, build a bridge over Homestead, disrupt a neighborhood between Homestead and Hwy 280, build a bridge over 280 and disrupt a neighborhood between 280 and Stevens Creek Blvd. Now we think we have a safe route for children bike riders but do we really? I ask all of you who have had small children to follow my logic and see if you come to the same conclusion that I do. For the first trip, the children will follow their parents over this route. Maybe for the second time, maybe the third time but at some point I imagine that my daughter at that age would have told me, "Oh Dad! I want to ride on the part of the trail next to the trees and the creek. I don't want to ride on the part of trail up and over all those bridges and through all those streets. That part is YUCKY!" It's boring to her and rightfully so in comparison to the "True Trail" experience parts. Also, how many miles are small children willing to ride? As one mother stated at the first meeting, "Small children will not be riding all the way to the Bay." Why spend two miles of their ride on the "Yucky Street" part? After spending all that money and, even more costly in my mind, disrupting all those neighborhoods, we will have a safe bike route for children, that to my way of thinking, very, very few children, if any, would use. We would have spent many millions of dollars and disrupted several neighborhoods for what benefit? I think that those millions of dollars could have done far more good, for far more children by expanding the Sunnyvale Library.

Don’t disrupt the many for the benefit of the few. Sometimes in modern society, it is unavoidable to disrupt the few for the benefit of the many- --new highways, schools, hospitals etc. But this is NOT one of those times. What is being considered is the disruption of the many for the benefit of the few. In my Belleville neighborhood, there are 357 houses and 170 apartments; a total of 527 residences. Assuming an average of two people per residence, that is 1,050 people. Add to that, the 650 students at West Valley School and you get 1,700 people whose only vehicle access to home or school is Belleville Way. 1,700 people who will be disrupted by eliminating parking on one side of a mile long street. Ask yourself how many people will use the trail and remember you can count only those who use the trail between Fremont and Homestead (same limits used to count those disrupted). That ratio gets even more dramatic when you count the number of trips. Residents: 1,050 X two round trips per day X 7 days X 50 weeks. Students: one round trip per day X 181 school days. A total of over 850,000 people-round trips at a minimum. Consider that the most vocal user of the trail is on record that he and his family use the trail “a few times a month.” Not daily, not weekly but only a “few times a month.” Those who use the trail to commute to work would make 5 round trips per week, but they are only 7% of the trail users. Local transportation users are only 8% of the trail users. The recreation users (50%) and the exercise and fitness users(35%); how often do they use the trail during the week in the short fall and winter days, when it is dark by the time they get home from work? How often do any of the users use the trail at night? In the rain? When there is a chance of rain on the return trip back? The disruption of a Class 1 Bike lane, separated from traffic, is permanent. It is a disruption day and night, 24/7. You will get similar results for the Bernardo and Fallen Leaf neighborhoods. Don’t disrupt the many for the benefit of the few.

Improve the safety of the existing bike lanes without disrupting the neighborhoods. One of the members of the Citizens for Responsible Trails group (CRT), found the following website with possible safety improvements, www.peopleforbikes.org or just Google "14 Ways to Make Bike Lanes Better." Of the 14, I would start investigating: Turtle Bumps, Oblong Low Bumps, and Linear Barriers options shown there. My hope is that these safety features would still allow curbside parking, if the driver drove over them slowly. Another option is switching the location of the parked cars and putting the bike lanes next to the curb. NONE of these features should be utilized without the approval of a strong majority of the residents of the effected streets. Unfortunately, there are practical limits to how much we can improve bike lane safety on residential streets with a large number of driveways and people backing out. The recent tragic death of a bicyclist at the Mary/Fremont intersection also demonstrates that there are limits on what the community can do to safeguard its bicyclists. There is NOTHING that the community could have done to prevent a cyclist from riding through an intersection on a red light. I think that parents of small children and bicyclists of all ages have a responsibility Not to ride on any path where they do not feel safe. The community cannot be expected to make every route safe for every rider. The resources needed and the neighborhood disruptions required do not justify the added benefit. I personally will never ride on Foothill Expressway nor will I want any of my loved ones to ride it.

In closing, I have attended all three of the recent public meetings and many more meetings over the last 29 years that I have lived here. In all of those meetings, I cannot remember any trial advocate expressing even the smallest amount of empathy for the residents of the neighborhoods that they were so eager to disrupt. I have heard many times that they were baffled by why we residents weren't eager to see our home values go up. A couple of responses to that: 1) the property values also went up on all the streets that didn't have bike paths. 2) The residents who would have benefitted from the increased values, DIDN"T want the increased values. They wanted the neighborhoods that they had bought into, not the disrupted neighborhood that the bicyclists were trying to force upon them. I think that the trail enthusiasts are a small segment of the community and have already received many improvements paid for by the community. I do support developing the trail in the 22 acre area between 85 and Bernardo but I am against almost everything else that has been discussed in these latest meetings. I believe that the trail enthusiasts have become arrogant and greedy! There are many other worthwhile causes that far better deserve the community's resources and attention.

I especially want to thank the Feasibility Study Group for giving me the opportunity to learn a great deal about this project and for patiently listening as I shared my thoughts. Thank you.

Ben Stetson
Belleville Way
Sunnyvale

Comment #: 731 **Name:** Cindy Lee
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail Routing
Comment:

My family and I live on Belleville and we do NOT want a bike route going through it.

Sent from my iPhone

Comment #: 732 **Name:** LaNae Avra
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feasibility Study Document Comments
Comment:

Below are my detailed comments and suggestions for the Feasibility Study.

LaNae Avra, Los Altos
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p. 34, Figure 13: Add a simple map identifying the locations of the bridges listed in the table.

p. 35, Figure 14, last row "UPRR at Rancho": Is this "Feasible" or "Likely Feasible"?

p. 38, "AASHTO Guide for the Planning...": Appears to be cut/paste error in this section.

p. 45, Figure 20: add a brief explanation of the "Delineate but not Designate" phrase.

p. 46, Figure 21: Phar Lap and Mann Drive are both 40 feet wide. Why aren't 5-foot bike lanes included under "On-Street Facilities" for these streets as for the other streets in the table? 4 foot bike lanes are specified for 34-foot-wide Peninsular Ave. Why not for 35-foot-wide Madera Dr.?

p. 50, "Connecting to I-280": add a brief description of feasible improvements for the streets mentioned in this section.

p. 58, "Option 1: Trail Underpass...": What is the "Fremont Drop Structure" mentioned in this section?

p. 60: Figure 24: Label the maps "Option1" and "Option 2". Identify both the "Fremont Bridge Replacement" route and the "Creekside alignment with easement acquisition" route on the "Option 1" map.

p. 64, "Crossing State Route 85": Sentence should read: "... from the east side of Stevens Creek to the State Route 85 southbound off-ramp ..."

p. 66, Figure 26: Assuming the proposed trail is on the west side, swap the "North Bound Traffic" and "South Bound Traffic" labels.

p. 70, "Pedestrian Overcrossing at Interstate 280", last sentence: The phrase "This structure may never be warranted" seems out of place. Is it necessary to include it?

p. 70, "Grade Separated Crossing at Stevens Creek Blvd". This sentence seems to contradict itself: "A trail underpass beneath Stevens Creek Boulevard is not feasible, but the recent land acquisition may provide an opportunity for a pedestrian tunnel beneath the roadway." Do you mean that an underpass was previously determined to be not feasible, but with the recent land acquisition, it may now be feasible?

p. 71, Figure 28 and accompanying text: The terms "485' elevation" and "Raise to 485'" are confusing. They make it seem like the bridge is 485' high. Can feet-above-grade numbers be used instead?

Comment #: 733 **Name:** Josh

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek Trail Joint Cities Feasibility Study

Comment:

Hello.

I enjoy bicycling and long-distance running. I am also a resident in the Stevens Creek Trail area. Below are my comments from the perspective of a resident who enjoys those activities, but also considers the practicality of such a trail.

Study segment 1: It is clear that the Sunnyvale side of Stevens Creek offers the more optimal of the options.

The Sunnyvale options are less likely to change the character of the neighborhoods there and are less likely to adversely affect traffic.
Both Bernardo and Mary already have existing, direct pathways that would accommodate the needs of pedestrian, automobile and bicycle traffic.
Moreover, these options appear to be most consistent with the respective city's general plan.
Aside from the Heatherstone on ramp to the trail, Sunnyvale does not otherwise have any land dedicated to the trail or a regional park with trails, and thus, this would provide Sunnyvale residents with an attractive new benefit.

In contrast, as stated in the report, Mountain View's proposed trail alternatives are circuitous. Users of the trail would be more likely to be frustrated by said circuitous routes, and get lost and/or wander off trail. I personally have a difficult time navigating my way around that area and often find myself right back to where I started from.
The Mountain View alternatives are not an attractive option for users of the trail or its residents.

In choosing between the Bernardo and Mary alternatives, Bernardo stays close to Stevens Creek, and would least negatively impact the bordering communities if the trail would extend to Homestead Road as it is bordered by Highway 85.
Mary is an attractive alternative since it offers a direct route to the preexisting and beautiful Don Burnett Bicycle-Pedestrian Bridge.
Both of these alternatives would also seem to have the least costs involved as both could make use of the bridge as a means to cross the railroad tracks and Interstate 280.

Conclusion: Best option: Mockingbird to Knickerbocker to Bernardo
Next best options: Mockingbird to Knickerbocker to Mary; or, Mockingbird to Knickerbocker to Bernardo to Remington to Mary

Study segment 2: Again, Bernardo and Mary provide the best options.

As previously stated, in this segment, Bernardo and Mary offer the most attractive and direct routes for users of the trail, as well as the most cost-effective. These two options would also least likely negatively impact traffic concerns and the character of the adjacent neighborhood. These roadways should be considered most strongly. These two options would also highlight the Don Burnett Bicycle-Pedestrian Bridge and would thus provide a cost effective means of crossing Interstate 280 and the railroad tracks.

Bernardo could also lead to another alternative route via Homestead to Foothill Blvd. However, Foothill Blvd. is not an ideal avenue for either bicyclists or pedestrians. There is a great deal of fast traffic on Foothill as the speed limit for the Expressway is 45 mph. There are also a large number of very large trucks, including semis and construction type vehicles with limited visibility due to, as the study mentions, the proximity to nearby quarry operations. The dangerous combination of these two factors are why there are a number of near accidents or accidents on both the on-ramps to Interstate 280 South and North, and on the off-ramps from Interstate 280. The Team's selection to direct more bicycle and foot traffic to Foothill Blvd. as a part of the trail would be a tragic and costly mistake. This email would serve as notice of a dangerous condition and thus the selection of the Foothill Blvd. route would potentially open up the cities to litigation--an expense not accounted for in its study.

The suggestion of Belleville as a route would make sense as it would not affect the character of the community so much and would actually increase access by alternative transportation to West Valley Elementary School, but I understand Cupertino Union School District's concern regarding the removal of parking during dropoff and pickup. However, the selection of this route might encourage more parents to use alternative means of transportation in dropping their children off. Further, this concern could be ameliorated by allowing 10 minute parking during dropoff and pickup times only. After Bernardo and Mary, Belleville makes the next most sense.

The two remaining possibilities--Newcastle Drive and Fallen Leaf Lane--are highly undesirable. The two streets would be drastically affected by the trail. Newcastle Drive, in particular, would make little sense as that route would only take people west--away from Stevens Creek--to then go east. Bicyclists and pedestrians aware of the indirectness of the route would then go off the trail anyways through the residential neighborhood, causing traffic through an otherwise quiet area. It should be noted that on weekends and weekday evenings, Grant Park sees a lot of street parking on adjacent streets--including Newcastle Drive which has a park entrance-- due to soccer games and users of the Community Center there. During certain summer weeknights, Grant Park hosts a summer concert series as well. Cars often line the street. Thus, bicyclists must share the road with cars in those situations. Both Newcastle Drive and Fallen Leaf Lane have also seen a rise in property crime recently. The influx of further traffic would only likely increase that crime. Moreover, it may further increase other types of crime in the area. Additionally, as mentioned by the study, the selection of either of these two routes would require the use of eminent domain to acquire the land to develop a portion of the residential properties located on those streets. This acquisition would be expensive, would potentially lead to litigation, and the costs do not appear to be accounted for in the study's Land Acquisition portion. Regardless, these two options are the least desirable of any of the discussed options.

Conclusion:
Best option: Mary to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.
Next best option: Bernardo to Homestead to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek
3rd best option: Belleville to Homestead to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek

Study segment 3:

For reasons already stated, the best option is Mary Ave. to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd. The route is already built for the most part. It would have the least impact on the neigborhood in terms of character and traffic. It would likely be the least costly. It would also be the most intuitive and easy to navigate and has a well-defined landmark. It connects to both De Anza College and Homestead High School.

The next best options are Maxine Ave. or Barranca Dr. to Madera to Phar Lap.
These would very nicely follow Stevens Creek. There would be some impact in terms of traffic to the areas, however, and there would be construction costs associated with the bridge or overpass from Barranca/Maxine to Madera.
It nevertheless is a good option.

The Maxine Ave./Barranca Dr. to Stokes Ave. to Dempster Ave. to Peninsula Ave. option would be similar to the above Madera option; however, it obviously is not as direct and does not follow Stevens Creek as closely and would require construction of an overpass/bridge. It lacks the access to the Don Burnett Bicycle-Pedestrian Bridge, but meets Stevens Creek Blvd. fairly close to where the Mary option meets Stevens Creek Blvd. It's not a poor option, but it's not as ideal as the above options.

The final suggestions are the Grant Road/Foothill Expressway options. These are terrible options. Grant Road is not close to Stevens Creek, is not picturesque or resembling anything like the stated purpose of the Stevens Creek Trail. There is a high amount of traffic on both Foothill Expressway and Grant Road, especially during commute hours and school pickup and drop off. A large number of commuters get off at Interstate 280 and onto Foothill Expressway and Grant Road as an alternative to the 280 traffic. On the portion of Grant Road that runs parallel to Foothill Expressway, cars often drive in the bike lane and frequently at speeds in excess of 50 mph despite the posted speed limit of 25 mph. During St. Simons events, there can be parking issues that block the already narrow bike lanes on this portion of Grant Road. On weekends, you will frequently find cars parked on this portion of Grant Road. I have had to run along side my newly bicycling son on this portion of Grant Road, and there is not enough of a bike path to safely allow for his biking, my jogging and a car to be driving in a narrow lane. A bus also drives down this portion of Grant Road. It is not an ideal environment for the stated purpose of Stevens Creek Trail. The Grant Road/Foothill Expressway options are not good or safe options.

Conclusion:
Best option: Mary Ave. to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.
2nd best option: Maxine Ave./Barranca Dr. to Madera to Phar Lap to Stevens Creek Blvd.
3rd best option: Maxine Ave./Barranca Dr. to Stokes Ave. to Dempster Ave. to Peninsula Ave. to Stevens Creek Blvd.

Study segment number 4: Stevens Creek Blvd. to Rancho San Antonio

Conclusion:
Best option: Stevens Creek Blvd. to Rancho San Antonio

Thank you for your consideration of my comments.

Comment #: 734 **Name:** Valerie and Greg Gillen
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

We are writing in opposition to the use of Fallen Leaf Lane, Bernardo Ave and Bellevue Ave as options for the Stevens Creek Trail connection links.

While we do not live near Fallen Leaf, we have for many, many years walked this route for exercise and pleasure and are thus very familiar with the area. Rather than provide a laundry list of objections to these three options, we would like to focus on just two objections which we believe make these options "non-starters":

1) Safety

A currently running car advertisement provides information on how high the percentage of automobile accidents occurs while the car is in REVERSE. Think of the number of cars backing out of their driveways on these streets across the proposed trail extensions and the bikers, skateboarders and pedestrians (with and without dogs) who must run this gauntlet. While walking, we are constantly aware of backing cars and a surprising number of times the motorist does not see us. (Embarrassed waves and smiles then occur). If the trail extension is successful (and we hope it is), a large number of people of all ages will be put in jeopardy if one of these three streets is utilized for the trail. A moment's loss of attention by the motorist and/or trail user and the results could be tragic.

2) Neighborhood Aesthetics

While recently walking on Fallen Leaf, we stopped by the signs and yellow tape displays put up by several neighbors, which indicate just what must be destroyed in order to use this existing street for the trail extension. We both looked at each other and simultaneously remarked: "THIS IS JUST NOT RIGHT". While we have not seen similar displays for the effects on the other two street options, they probably have a similar detrimental result. We would strongly suggest that before these street options are considered, the decision makers should make a field trip to view the displays on Fallen Leaf and visualize what these three options would do to the neighborhood.

As we see it, the overarching problem is using any of these three street options as an attempt to "force fit" the trail extension onto streets that were developed over 60 years ago. The result would be a dangerous and esthetically objectionable trail extension which would have none of the beautiful aspects of the majority of the Stevens Creek Trail.

Thank you for your attention,
Valerie and Greg Gillen
Austin Ave, Los Altos

Comment #: 735 **Name:** Gerhard Eschelbeck
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: SCT Feasibility Study Public Comment
Comment:

Dear members of the working group and city council,

Thanks for the opportunity to provide input into the SCT process. Please find attached my recommendation, and i do sincerely hope for your support.

Respectfully Submitted,

Gerhard Eschelbeck

Comment #: 736 **Name:** Cheryl Reicker
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Input
Comment:

Hello.

I have lived in south Los Altos for almost 20 years. Even though I am an avid walker and recreational bike rider, I do not want the Stevens Creek trail in any form, whether it be a multi-use trail, greenway or regional bike trail going down Fallen Leaf Lane. (And no, I do not live on Fallen Leaf Lane)

As defined by the dictionary, a "trail" is "a beaten path through rough country such as a forest or moor". Definitely NOT an apt description for the heart of Silicon Valley. Multi use and regional bike trails belong in parks and open areas, not in residential communities. (Beyond Fallen Leaf Lane, this also holds true for streets such as Bedford and Robin Way in Sunnyvale, etc.)

Perhaps the Stevens Creek Trail made some sense 50 years ago. Back in 1961, the population of the 4 cities was just over 100,000. Today the collective population of the 4 cities is over 300,000. Sunnyvale alone has 140,000 residents. HWAY 85 from 280 to 101 in Mountain View didn't exist. "Silicon Valley" hadn't been coined as the name for this region.

Flash forward 50 years and to my neighborhood, and when school is in session, what I now see is a sea of cars in both directions of Fremont Avenue every morning and evening as people increasingly use Fremont Ave to get to Grant Road and Foothill Boulevard and their jobs in Mountain View and Palo Alto. Traffic on weekends now looks like what it did on weekdays just 5 years ago. In contrast, kids biking to one of the local schools such as West Valley Elementary, Cupertino Middle, and Mountain View High are almost non-existent.

If we want to improve our communities, we should focus improving the safety and upkeep of existing bike paths and creating new ones as needed that will support getting people to work and school.

If a decision is made to have the trail go through Los Altos in spite of so much input over urging otherwise (e.g., Town Hall and City Council Meetings held in 2013 in Los Altos), please stick with the preferred route published in the City of Los Altos' Bicycle Transportation Plan, which is a Class 1 bike path (NOT a multi-use trail) adjacent to Fremont Avenue, connecting with westbound and southbound Grant Road to Homestead in Sunnyvale. This recommendation was based on many practical criteria and incorporated feedback from local residents. With a good bike path along Fremont Avenue from Sunnyvale to Grant and Homestead, perhaps we would actually see a positive impact on the daily gridlock along Fremont Avenue as people travel to and from work and drop off/pick up schoolchildren from school.

Also, if something other than a ground level crossing is required for the HWAY 85 crossing at Fremont Avenue, a bridge is much preferred over a tunnel. Tunnels pose more of a safety concern, especially early in the day or late in the evening when usage is lower. There is also the possibility of the tunnels being used as shelters for vagrants, graffiti walls for gang members, etc.

It will not improve property values. How can something that diminishes homeowners' front yards improve property values? Bike and multi-use trails may have a modestly positive impact on property values when unused train corridors are repurposed into bike trails, but I have yet to find one study where a residential neighborhood was repurposed as a multi-use trail. Perhaps that's because most other cities recognize what a ludicrous idea that is.
In line with the City Plan of Los Altos, there is no street lighting on Fallen Leaf. Assuming the trail would require lighting would fundamentally change yet another aspect of our community.
I value my privacy and the serenity of my neighborhood. I do not want my community publicized on maps as part of the Bay or Stevens Creek Trail. It wouldn't take long before large scale biking or organized recreational activities would be coming through nearby residential streets, bringing throngs of people and leaving behind garbage for residents to clean up (if you don't think people are too courteous to litter on trails, one only needs to go to Rancho San Antonio to see how increased usage over the years has resulted in progressively more trailside garbage). Multi-use and regional bike trails belong in open spaces where they don't compete with cars and residents trying to go about their daily lives.
Depending on the direction of travel, any type of path on Fallen Leaf could necessitate crossing Fremont Avenue, which is almost impassible during commute times (mornings, mid-afternoon when schools let out, evenings), and very busy on weekends. This poses a safety hazard—it can be a game of "chicken" today just for cars even if all they're trying to do is merge into traffic going the same direction. Due to potentially heavy use as a regional trail, existing full scale infrastructure such as the intersections of Fremont and Grant should be capitalized upon. Crossing the trail across Fremont to Fallen leaf would be a disaster waiting to happen.
Last of all, to those believe the trail should be as possible to close to Stevens Creek as possible, when you can't see the creek, whether the trail is 2 blocks or 2 miles from Stevens Creek is irrelevant.
We live in a residential community, not a regional park. Regional multi-use paths may be feasible from an engineering point of view, but that doesn't mean we should build them in the heart of residential communities or on busy thoroughfares. And tearing out all the established, beautiful trees on Fremont Ave and replacing them with roundabouts is not the solution, either. Hopefully that idea will never be brought up again after the public outcry on this topic a couple of years ago. Do not make Fallen Leaf Lane part of the Stevens Creek Trail!

Regards,
Cheryl Reicker

Comment #: 737 **Name:** Elisabeth Eschelbeck
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: SCT Feasibility Study Public Comment
Comment:

Dear members of the working group and city council,

Thanks for the opportunity to provide input into the SCT process. Please find attached my recommendation, and i do sincerely hope for your support.

Respectfully Submitted,

Elisabeth Eschelbeck

Comment #: 738 **Name:** Sophia Eschelbeck
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: SCT input Sophia Eschelbeck.pdf
Comment:

Dear members of the working group and city council,

Thanks for the opportunity to provide input into the SCT process. Please find attached my recommendation, and I do sincerely hope for your support.

Respectfully Submitted,

Sophia Eschelbeck

Comment #: 739 **Name:** Clifford Reinhardt
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Four-Cities coordinated Stevens Creek Trail Feasibility Study
Comment:

This most recent attempt to complete the trail through Cupertino, Los Altos and Sunnyvale has been the most dishonest of the previous attempts I have involved. The Friends of Stevens Creek Trail use "Weasel Wording" to imply changing the character of residential streets will look and feel like the portion through Mountain View that uses open space away from neighborhoods and streets with cars, and therefore be equally safe.

The residential neighborhoods, Fallen Leaf Lane, one that is being considered, is already being used by families with children pushing strollers and young children learning to ride bicycles. Destroying the rural neighborhood feel with no street lights or sidewalks, and adding signage to direct the masses using Stevens Creek Trail from Mountain View, or the other existing segment coming from Cupertino, will make any selected rout through a residential Neighborhood less safe than it is now.

1. Using City easements and removing existing trees will make any street "Less" like the creek trail the Stevens Creek Trail proponents say they want.
2. The City Council Members were elected to "Represent the Residents", not the special interest groups that lose nothing.
3. Defining The Study Criteria so that only the Stevens creek corridor is considered, then stacking the study group with Friends of Stevens Creek Trail, and rejecting residents that have the most to lose, eliminates any trust in the process or the city council members that defined the study.

STOP!!! Do Not Direct Trail Users to ANY Specific Residential Street. Put a sign at the end of the trail existing trail section that is safe to use and away from traffic, and label it "Trail Break" or "Stevens Creek Trail Segment Ends here, and Continues … and where the next segment of the trail begins again. Let the people using the trail decide how to get to the next segment.

On the same sign identify other popular destinations like shopping centers with restaurants, coffee shops grocery stores. Give Non-Hard core bicycle riders and walkers a reason to get out of their car for nearby shopping.

Cliff Reinhardt
Los Altos Resident

Comment #: 740 **Name:** James French
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Sunnyvale Trail Extension
Comment:

Dear SCT Feasibility Study:

I am writing to voice my concern about having the trail move down the creek. This morning I took a photo (attached) from the door outside my backyard. For me, to have the bridge/walkway behind our house would be an ugly eyesore to a beautiful backyard. Also, this area we see many egrets and wildlife in the creek and I am afraid that if the bridge walkway over the creek, it would negatively impact their habitat.

For those reasons, I strongly recommend against the walkway/bike-way over the creek.

Thank you for the consideration

James French

Comment #: 741 **Name:** Justin Char
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Please Support Off-Street Routes for Stevens Creek Trail Extension
Comment:

Dear staff, working group members, and council members,

Thanks for the thought and care you've all put into the Stevens Creek Trail Extension.

One of the biggest reasons I love living in Sunnyvale is my bike commute to work via the Stevens Creek Trail, and I look forward to this option being available to others as the trail is extended.

Although bike lanes and sidewalks are a great start, true separated trails make commuting by bike far more approachable for more people, saving them the time, frustration, and health effects of driving to and from work on our congested highways.

Where trails aren't feasible, the type of street a bike lane and sidewalk are on can make all the difference. Stevens Creek Blvd in particular is a real impediment to those less confident on two wheels or two feet, who are rightly concerned about vehicles making right turns across their path. Where it's unavoidable to mix cars, bikes, and pedestrians, please support routes that keep to quiet streets and minimize intersections.

Thanks!

Justin Char
Sunnyvale, CA

Comment #: 742 **Name:** Margo Butsch
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Feasability
Comment:

I would love a bike trail near my home. However, not under certain circumstances.

1. Not having a class 1 trail is a mistake. The amount of traffic (foot, bike and cars) through the Belleville neighborhood can be very heavy especially at commuter time. The streets are already clogged with kids and cars getting to school with the nearby more major streets also packed with commuters. Putting a route through the neighborhood is dangerous as well. We have many elderly and young drivers (not to mention, unfortunately, simply distracted drivers, that can make a route through a neighborhood perilous for bike riders. Bike riders have little protection from a car backing out of a driveway and, in some cases, it can be hard for the driver to see on-coming cars, riders, pedestrians already due to hedges and other blocked views. This is an accident waiting to happen. Plus, having bikers go through a school (if chosen) is dangerous for the students to potential predators. It gives them an opportunity to scout out scenarios while having an excuse to be there (on a bike ride).

2. Using $40 million is not fiscally responsible. And, it makes zero sense to even consider constructing a second bridge about a half mile from an already there bridge (the one that goes across 280 from Mary Ave). $40 million is a staggering amount to pay when other alternatives can be considered. Where it comes from is besides the point. Even considering this option is like saying we can spend the money since it's not ours, who cares? What kind of values is that?

3. It is unfortunate that there is no one strong alternative that would please most. But, I think the most important aspect when considering the trail through the areas of Sunnyvale are ones that are safe and a Class 1 trail can do that (not a route). Whatever is chosen, it needs to be a Class 1 trail. All the routes being considered can be very congested so protection is utmost.

Thank you to those putting so much effort into this trail as it is not an easy endeavor.

Margo Butsch

Comment #: 743 **Name:** Meenakshi
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Proposed bike route through Phar Lap/Mann Dr neighborhood
Comment:

Hello,

My name is Meenakshi and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option. It would pose dangers to the trail walkers/bikers from homeowners backing out of their driveways. As a bicyclist I would prefer an uninterrupted ride, rather than have to watch continuously for traffic from residential driveways

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I doubt a buyer will be willing to pay a premium for busy bike/walk traffic right in front of a future home.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark. Increase of crime is a serious concern for residents.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Thank You,

Meenakshi

Comment #: 744 **Name:** Katrina Reinhardt
Date: 6/10/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Input for the Stevens Creek Trail
Comment:

Dear Esteemed Representatives:

I have lived in South Los Altos on and off since 1981 in my parent's home and really enjoy this quiet and safe neighborhood. For years the Friends of Stevens Creek Trail have been trying to find a way to extend the trail through this neighborhood, first through our backyard and now down Fallen Leaf Lane. One option in the study report recommends using the 9 feet of public easement in every front yard on Fallen Leaf Lane. This is ludicrous since the homeowners have lovingly landscaped and maintained this land, planting many beautiful large trees that have grown very tall over the last 50 years since the houses have been built here. The entire feel and character of the neighborhood would change for the worse if this trail/route were to go down Fallen Leaf Lane, even if it were only to be a green stripe on the pavement.

None of the proposed residential street routes from Fremont to Homestead (Fallen Leaf, Belleville and Bernardo) will be like the existing Stevens Creek Trail in Mountain View. It would run along streets, not in nature as it does there. The study report fails to make this clear.

Also, none of the 'feasible' residential streets is safe for a trail/route. There are too many driveways and intersections for this to be safe for the users and the homeowners who would have to negotiate backing out of their driveways daily without hitting someone.

There are two good options that already have existing infrastructure and could be made safer for bicyclists and pedestrians. They are Fremont/Grant/Homestead (which was the recommended route in the 2008 Los Altos Stevens Creek Study) and Mary Avenue (which connects to the Mary Avenue bridge over 280 and was built for this purpose). Please use one of these 2 options and use the money set aside for this purpose to improve these options.

Thank you,
Katrina Reinhardt

Comment #: 745 **Name:** Raghu Thiagarajan
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek trail selection
Comment:

Hi, my name is Raghu Thiagarajan and I am a resident of the Phar Lap/Mann Drive neighborhood.
As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Sincerely,
Raghu Thiagarajan
Phar Lap Dr, Cupertino.

Comment #: 746 **Name:** Judy Faulhaber
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail feasibility study
Comment:

Stevens Creek Trail is special because it is a "trail". It takes us into a different world close to home and off the streets. It is a trail not a street! We can ride our bikes down any of the streets mentioned just the way they are. But they are not special like the "trail" with nature surrounding.

To impose an elaborate bike "lane" on a residential street and take the serenity away not to mention the lost property value is wrong.
Are the city's planning on reimbursing the residences for the hundreds of thousands of dollars they will be devaluating these homes? Not to mention these streets will not be used like the nature trails are currently used. There also are liability issues- you (the cities) are suggesting that this will be a safe environment. Something can always happen on the nature trail also, but you are not mixing cars, bikes, and pedestrians.

If you can keep the trail off of city streets then go for it. Otherwise do not waste our tax dollars putting a well-meaning but wrong route through city streets that we can bike through right now with no additional cost.
If you can duplicate somewhat the current trail it would be enjoyed and appreciated. Do what you can without using the streets. (use the space to continue as far as you can on the Mt. View side toward Fremont – it looks like there already is a bit of a path there but it is blocked off by a gate and possibly the area along 85 from the pedestrian/bike bridge toward Fremont as far as you can go on the Sunnyvale side. These would not be the complete extension but would add some more to the nature trail)

"When is a trail not a trail?---When it is a street"

Thanks for looking into this extension.

Judy Faulhaber

Comment #: 747 **Name:** Julian Fields
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I support finishing building the Stevens Creek Trail (off street if possible).

Thank you,
Julian Fields
Sunnyvale Resident

Comment #: 748 **Name:** Les Winger
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject:
Comment:

I am a 35 year resident of Santa Clara county between the cities of Cupertino, Sunnyvale and Los Altos. I attended the June 8th meeting in Mountain View which addressed the options for the extension of the Stevens Creek Trail. It seems to me that if, by some miraculous event, Stevens Creek originated at the Heatherstone Way crossing, that is, if it did not exist south of this point, we would not be having these discussions. There seems to be something magic about having a trail extend along the creek from McClellan Park to the bay. And yet, with the exception of a small distance south of Heatherstone Way, all of the options proposed have no relation to the creek at all. They are not within site of the creek and many of them are a fair distance away from the creek. So if the creek was not here, we would simply accept the fact that if anyone wanted to bike or walk to McClellan Park, they would have to take existing city streets.

What we are doing is letting a dream of a trail next to the creek drive us to look at a lot of very unattractive options that really have nothing to do with the creek and which, without the creek, would not be under consideration at all.

My vote is to drop the whole project. I am not sure what the attraction is to McLellan Park. It is a very nice walk or bike ride, but it is less than a mile long. I question how many people would spend the effort to go there even if there was a designated bike path along any of the proposed routes. In any case, if they would like to go, there are a number of possible routes they could take today as outlined on the maps provided by the Feasibility Study.

It seems to me that our money would be much better spent by improving the existing routes to make them safer for pedestrians and bikers in such a way that existing property owners are not impacted in a negative way.

I support the goals of the Citizens for Responsible Trails and encourage the four city councils to keep the entire project in perspective with reality.

Comment #: 749 **Name:** John W. Semion

Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail alignment through Sunnyvale, Los Altos and Cupertino

Comment:

Ladies and Gentlemen:

First, I would like to thank the members of the Joint Cities Working Team and the Citizens Working Group for the time and effort they have devoted to this important, and unfortunately sometimes contentious, project.

Second, thanks to the Cities of Mountain View and Cupertino for the work already done putting this valuable trail in place. I've commuted to work by bicycle from my home in south Los Altos along the Mountain View portion of the Stevens Creek Trail for the past six years, and have been grateful that this option has been available to me. It's so much better than any of the city-street routes I could use.

It's regrettable that there isn't a route available along the length of Stevens Creek. But there's not, so we're going to have to select from the several alternatives identified in the Four Cities Coordinated Stevens Creek Trail Feasibility Study. None of them is ideal but, in my mind, there is a clear best choice. I'll try to explain why I believe that is so.

To determine the best choice, I think we need first to consider who will be using the trail. In my commuting experience, I've encountered other commuting cyclists, family groups of cyclists, children learning to ride; runners and skaters individually, in pairs and larger groups; walking groups of families and friends, young and old, mothers and fathers with toddlers or infants in baby carriages or strollers, people walking their dogs; disabled people on crutches and in wheelchairs... In other words, pretty much every combination of non-motorized traffic you can imagine.

The common need of this diverse group of trail users is a route that is safe, usable and pleasant - safe from automobile and truck traffic; flat enough that it can be used by skaters, strollers, and wheelchairs; and pleasant enough that people are going to want to be there, to escape the noise and hubbub of more developed areas. And, since all of the alternatives are necessarily apart from Stevens Creek, the separation should be minimal. We are, after all, talking about the Stevens Creek Trail.

With these considerations in mind, I will walk through the available options, using Map 8 – Alignment Options Map from the Four Cities Coordinated Stevens Creek Trail Feasibility Study as the reference.

The goal is to get from the current end of the trail at Dale/Heatherstone in Mountain View to the existing Cupertino end on Stevens Creek Boulevard near Phar Lap Drive.

Starting at the right edge of the map, I believe that the two proposed Mary Avenue routes fail the traffic safety, usability and nearness tests. The traffic safety issue is a particular concern where the proposed route along Stevens Creek Boulevard would cross the entrance to and exit from Highway 85. Similar issues exist at the intersections of Mary with Fremont and Homestead. These issues and the commercial developments along the way are at odds with the desired atmosphere of the trail.

Likewise, at the left edge of the map, the Fremont Ave/Grant Road/Foothill Boulevard routes have traffic, hills (can you imagine pushing a baby carriage, much less a wheelchair, up the hill on Stevens Creek Boulevard to Foothill?) and distance working against them.

That leaves Bernardo Avenue, Belleville Avenue and Fallen Leaf Lane as available options between Fremont Avenue and Homestead Road.

The Bernardo route is narrow and inflexible, with the existing sound wall and sidewalk literally cast in concrete. There's lots of cut-through traffic trying to access Highway 85 north at Fremont Avenue. There's school traffic at Cupertino Middle School weekday mornings and afternoons and during school events. And the street serves as a feeder for neighborhood traffic to Highway 85 as well. Also, at least in my opinion, it certainly fails the "pleasant" test. The high sound wall is reminiscent of a prison.

The Belleville Avenue route is somewhat better. But there's still Highway 85 cut-through traffic in both directions, neighborhood traffic and West Valley Elementary School traffic concentrated on this street.

That leaves Fallen Leaf Lane, which in my view is the clear best choice. It meets my criteria for safety, usability, ambiance and proximity to the creek. Of the three options, traffic is much less there. It's less intensively developed. I ride my bicycle there often and find it quite enjoyable.

Unfortunately, as often seems to be the case in Los Altos, there is a vocal contingent of NIMBYs who fear something - noise, undesirable elements in the neighborhood, decreased property values, you name it - and somehow feel that those hypothetical and unproven fears should outweigh the very concrete value to the community that completion of the trail in the best possible alignment will bring.

Further, there are some property owners who have used (usurped?) an easement on their property for their own purposes, and somehow feel that by doing so they have acquired rights over that easement. I find that argument particularly difficult to understand or accept.

Nonetheless, this group is aggressively spreading fear, uncertainty and doubt about this route. For example, many trees along the street have recently had signs posted on them that read "This tree is at risk".

I hope that you will have the strength and common sense to evaluate the benefits of this route as compared to the others (for example, both Bernardo and Belleville also have homeowners to consider) and arrive at what, for the reasons stated above, is the obvious conclusion - that the Fallen Leaf Lane alignment is the best one for this reach of the trail.

Finally, from Homestead to Stevens Creek Boulevard, I would suggest that the Madera/Phar Lap alignment is superior. It's shorter, nearer the creek, less commercial, and provides a grade separation between the trail and the railroad track. The alternate, via Stokes/Dempster/Peninsula, involves a grade-level crossing of the (albeit infrequently used) railroad track, passes through a commercial development, and has a significant hill down Stevens Creek Boulevard to the trail junction.

I realize that my analysis has not included one important factor: cost. But I believe that the correct approach to this, as to any important civic project, is to determine the best outcome, then figure out how to pay for it. The alternative - compromising quality and usability to save a buck - will result in a trail that gets minimal use and thus does not serve its essential purpose. The money spent on the inferior product will have been largely wasted. Surely our prosperous communities should avoid this result.

Thank you for taking the time to consider my opinions.

Best regards,

John W. Semion
Los Altos

Comment #: 750 **Name:** Carolyn and Dennis Armstrong
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Stevens creek trail proposal
Comment:

We would like to second the opinions, below, expressed by our neighbors regarding the proposed extension of Stevens Creek trail through our neighborhood.

Carolyn and Dennis Armstrong
Austin Avenue, Los Altos

Comment #: 751 **Name:** LaNae Avra
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** Yes
Subject: Include potential funding sources
Comment:

Infrastructure improvements for bicyclists and pedestrians are often funded by grants that encourage more active, environmentally friendly transportation. I suggest that a paragraph be added, perhaps in the "Budget Assumptions" section of Chapter 6, listing some of the funding sources that have been used for the completed sections of the trail, and any additional sources that might be available today.

LaNae Avra
Los Altos

Comment #: 752 **Name:** Alison Hlady
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail input
Comment:

I am an avid cyclist, parent of three avid cyclists, who is teaching her kids to use their bikes as a method of transportation.

I am a frequent user of the current reaches of the Steven's Creek Trail, and very much look forward to it's extension southward, and a car-free route to Shorline/Baylands, which also happens to be where I work.

I live in the Steven's Creek neighborhood, and have kids at two schools on/near the possible routes.

I fully support the extension of the trail, especially as a Class 1 route, protected from traffic. The route that runs down Bernardo avenue, From Fremont to Homestead, along the soundwall, is, to me, a most excellent way to solve several problems. Accessing Cupertino Middle School by bicycle within 15 minutes of school starting is currently a very dangerous endeavor, even for a very aware, very careful cyclist. Bernardo Avenue does not have markings for bikes, middle schoolers should not be riding down the sidewalks (too many walking folks), and Coronach, which should be an alternative, is even more dangerous with cars parked on both dies, lots of walkers, and cars stopping in the middle of the street to let kids out (car doors are not your friends, especially when you're 12 and not paying attention!).

Having a protected route to CMS could and should encourage parents to let their kids ride to school, which would lessen the traffic overall at the school. Any adjustments to traffic flow on Bernardo also will only make kids safer.

Upon looking at the possible routes South of HOmestead Road, It is difficult to pick just one route as the best option.

Linking Bernardo to the current Class 1 trail that ends on HOmestead/Belleville is imperative, also keeping a protected route to the middle/high schools.

I am disappointed that CalTrans is not open to the possibility of using the tunnels under 280, as this seems to be the most cost efficient route, using already built infrastructure.

I would love to see a path around the neighborhoods that border the 280/85 (the beginning of which already exists behind the soundwall at Banff Drive/85N ramp), that follows the outside of the soundwall, and links up at the bottom of the Don Burnette Bridge - this also provides a protected route to the high school, and links to a safe bike Route to De Anza College (S Mary Avenue is exceptionally good for bicycling the way it currently is) .

I believe in using already- present infrastructure, but I also would have no negative feelings towards any option that presented a fully protected Class 1 trail through Sunnyvale and Cupertino

Thankyou

Alison Hlady

Comment #: 753 **Name:** Ron Fairchild
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Not on Phar Lap
Comment:

Dear Committee Members,

My name is Ron Fairchild and I live at Clearcreek Court at the corner of Phar Lap. I want you to know that my wife and I, along with almost all of our neighbors are strongly opposed to extending the Stevens Creek Trail bike lane down Phar Lap Drive.
Our neighborhood is a cul de sac area that was not designed for the hundreds of cyclists and walkers the bike trail would bring. This creates disruption and safety issues for the neighborhood and cyclists as well as decreasing the value of our homes.

Of even grater concern are the negative economic and environmental issues that would be created by trying to add another bridge across 280 to accommodate the bike trail. The existing bike use of Foothill and Mary Ave, with its very functional bridge over 280, are much more sensible and welcome options. Additionally, after discussions with residents in the neighborhood on the north end of the proposed new bridge, you are facing a very active and organized resistance to a new bridge.

I hoping that the working group and city council members see the wisdom of eliminating the Phar Lap/Mann Drive option and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Thank you for your support,
Ron Fairchild

Comment #: 754 **Name:** Paru Bhat
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: "Trail" through Sunnyvale
Comment:

SCT feasibility study group..

I have been a resident of Sunnyvale for over 20 years. I have enjoyed living here and admired the responsible way that the residents and the city offiials work to develop and maintain Sunnyvale very well and it's neighboring cities, Los Altos, Mountain View and Cupertino.

This long standing debate for a "trail", should be completed and put to rest, once and for all. Since there is no "trail" available through any undeveloped/under-developed, safe woody area in SV, we should utilize existing infrastructure, i.e. the roads. The decision should be fiscally responsible and more importantly, safe for the neighborhood streets through which it traverses.

Based on proposed 'bike paths', utmost care should be given to safety of school children and the neighbors. There are public schools along, Belleville Rd & Bernado for younger children. There's High School at Mary Ave/Homestead and on Grant Rd side there are some pre-schools.

If Grant Rd or Mary Ave is used, then the bike lanes must be improved to be absolutely safe and the residents who park on the streets given adequate room. There are more residents whose driveway opens onto Mary Ave, than the residents on Grant Road, between Fremont and Homestead/Foothill Expwy.

To be able to utilize existing Bridge off of Mary Ave, makes more sense to connect to Cupertino. The issue with building a new bridge is preposterous. Why spend valuable money on a new bridge when one was built using $15m dollars not too long ago and is not fully being utilized.

One should also keep in mind that with the office building at the end of Belleville on Fremont is converting into Stanford Children's clinic soon, so there will be a lot more traffic 24x7 and safety of those folks would be pramount as well, as much as the bikers.

Given all these scenarios, perhaps, we leave the matter as is and let the bikers and hikers take the path, that they are on at present, through the existing streets. And use the funds for other important matter.

Parul Bhat

Comment #: 755 **Name:** T. Sridhar
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Fwd: Trail through residential streets in cupertino
Comment:

Hi, We the residents of cupertino along phar lap drive, have serious concerns about the proposed walk/bike trail along our street. Since the street is small, if you add a 9-ft trail, the drive ways will be next to the trail. It is hazardous due to kids playing in the drive way and bikes running down fast on the trail & cars backing up on drive-way. Of course more traffic and people going through can impact the security of the houses along the street.

As many speakers at the June 1st cupertino city meeting pointed out, there are better alternatives along other public streets like foothill or stevenscreek & Mary ave , etc. Also, if you use phar lap drive, you will end up spending millions of dollars to add another bridge over the 280 freeway. Again as many speakers pointed out, it is prudent to use existing bridge on Mary ave.

To show our unified voice, we can give the council a signed letter from all the residents on the street.

Hope the trail committee will use residents valuable & meaningful inputs and comes up with proper least expensive solution.

--
Regards, Sridhar, home owner

Comment #: 756 **Name:** Mike Friedman
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: PLEASE
Comment:

Dear Staff, Working Group Members, and Council Members:

As a Sunnyvale resident who enjoys walking on nearby trails (versus city streets) for exercise, health and "just enjoying the outdoors" and one who has frequently used the existing part of the Steven's Creek trail I STRONGLY urge extending the trail connecting Mountain View to Cupertino.

I hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Thank you for your consideration.

Sincerely,

Mike Friedman

Comment #: 757 **Name:** Ineke Ligtenberg
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Trail
Comment:

Since I went to the June 1 meeting I like to give you my preference.

I am a resident of Los Altos and a frequent user of the Mountain view trail.
Any intersections with freeways is dangerous so are mayor through roads.

So I think the extension along the 85 and after Homestead through the water company land
to Cupertino. That is the safest prettiest trail.

thank you

Ineke Ligtenberg

Comment #: 758 **Name:** Kathleen Cordova
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Upgrade existing infrastructure for safe routes and all riders. Let's choose connectivity for the SCT
Comment:

Hi,

If existing bike routes are so dangerous that only expert riders should use them, we should focus on making those existing routes safer for all riders. In other words, invest in the enhancement of existing infrastructure before investing in new infrastructure.

The CRT is for fiscal responsibility, but that does not mean don’t spend any money. We advocate spending money where it will provide the most benefit for the most people.

The CRT recommends routes for trails that make sense, not trails at all cost. The project that put a walking path along Homestead Road in Los Altos cost $1.5 million and provided much needed beautification and utility for pedestrians and bicyclists. By contrast, the Mary Ave bridge cost $15 million and nobody wants to use it! We would rather see 10 Homestead Road projects that address real needs in the community than 1 new bridge over Interstate 280.

Comment #: 759 **Name:** Juan Yi
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,
Juan

Mountain View

Comment #: 760 **Name:** Jack Kay
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Study Comments
Comment:

I strongly support the construction of a connector trail that links the existing Mountain View and Cupertino segments of the Stevens Creek Trail.

Of the alignment options presented in the Feasibility Study, I feel the "Connecting to I-280 Overcrossing" should be employed over the "Connecting to Foothill" path for the southern section. For the other (northern) section, my top 3 preferences are as follows:

1. Creek Corridor and Belleville Way option
2. Creek Corridor and Fallen Leaf Lane option
3. Creek Corridor and Bernardo Path option

One option that I do not see presented that I want to mention for the area between Fremont Ave and Homestead Rd is a path that would be placed just inside the western soundwall of Hwy 85. There appears to be sufficient space there to place the trail and it would likely not receive the NIMBY protesting that is occurring with the other options.

Jack Kay

Comment #: 761 **Name:** Lynn Bonicelli,
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: SCT Feasibility Study Comments
Comment:

This letter is to provide my comments regarding Study Segment 3, Homestead Road to Stevens Creek Boulevard.

1. A better use of taxpayer, grant and private funds would be to use existing facilities and not expend an additional $15.6 million for another pedestrian overcrossing of Interstate 280.

2. Improve the safety of the bicycle routes on the Foothill Boulevard and Mary Street Bridge options. The money spent to improve these routes will serve more residents of Cupertino and the neighboring cities by providing a safer commute from the residential areas to the businesses and shopping in the area on a daily basis. Improvements on these routes would serve residents bicycling to the local schools and De Anza College. Additionally, these routes will provide a city street connection between the Mountain View and Cupertino segments of the Stevens Creek Trail.

3. As the feasibility study states, the pedestrian overcrossing over Interstate 280 must be approved by Caltrans and it is located very close to the interchange of Interstate 280 and Highway 85, which is undergoing an upgrade to provide traffic flow between the two roads. Thus the ability to have another pedestrian overcrossing of Interstate 280 in addition to the newly built Mary Street crossing would be remote.

4. The Task Force should consider contacting Union Pacific Railroad to discuss the use of the right of way from Stevens Creek Boulevard to Foothill Boulevard to provide a more natural setting for a true trail with minimal improvements to provide a separated trail for multi-use.

I do want to disclose that I live on Phar Lap Drive one of the potentially feasible alternatives in this Study Section 3. Phar Lap Drive is a residential street with some sidewalks, but there are many driveways and blind curves that make backing out dangerous. This route would only serve to link the Stevens Creek Trail and would not serve as many residents for various uses that the Foothill Boulevard and Mary Street bridge routes would service.

Thank you for your consideration,

Lynn Bonicelli,
20 year resident of Cupertino, 3 year resident of Sunnyvale, and 25 year resident of Los Altos.

Comment #: 762 **Name:** Anjali
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail feasibility study (Please do not implement this project)
Comment:

Hi,
I am a resident living close to Somerset Park. This is a quiet neighborhood with mostly young families and small children. It is a safe neighborhood with kids playing on the street. I do not want a project that intrudes into our privacy. Having the Bike Lanes means inviting strangers into our streets. Hence I strongly OPPOSE the proposed Stevens Creek Trail. Also, Peninsula Avenue is already congested. There is no room for Bike traffic.

I am also affected by the changes which are brought near the Stevens Creek school. They have marked to lay bike lanes. I have been part of this school for 6 years. I have hardly seen anyone biking in that area. The bike lanes will create problems with parking for the parents and will create unnecessary traffic congestions. Just for the benefit of a few who would bike during the weekends, do not trouble the parents who drop the kids from Monday to Friday. We have already witnessed the problems arising out of the traffic congestion around schools.

We moved into this area for the schools and for the quiet family neighborhood. I kindly request you to NOT DISTURB our privacy.

Regards,
A Cupertino Resident.
Sent from my iPad

Comment #: 763 **Name:** Joe Wade
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Trail Considerations
Comment:

Greetings!

My name is Joe Wade and I'm a Sunnyvale resident...I've lived on Bedford Avenue for 10 years and it's by far the best neighborhood I've ever lived in. I am currently a manger (lieutenant) in a law enforcement agency in San Mateo county (for the last 16 years) The only reason I tell you this is so you'll know that I am an expert in traffic safety, which is pertinent to some of my arguments below.

I've attended the majority of these meetings since they started years ago, so I know that the proposed path that would travel behind my home is one of the routes being considered.

This is a really bad idea for a number of reasons, one of which would be the addition of cyclists to an area that is already impacted by vehicle and pedestrian traffic generated by West Valley Elementary school.

West Valley elementary school is already impacted with morning and afternoon drop off/pick-up. One of the proposed routes would extend the trail across Fremont (from Mountain View) and extend behind the homes on Bedford Avenue. The trail would then exit a short distance later onto Bedford Avenue and proceed a short distance further and pass through the perimeter of West Valley school, across the foot bridge and into the Los Altos fallen leaf neighborhood.

Having cyclists exit off the trail onto Bedford Avenue during the drop off and pick up times would be extremely hazardous for motorists, pedestrians and cyclists. Why? Because there are vehicles parked along the streets, making visibility for both drivers and bicyclists difficult at best when the trail merges onto Bedford Avenue.
One of the proposals to combat this problem is the restriction of off street parking. I can't imagine not being able to park in front of my own home...I can't imagine having guests over and not being able to have them park in front of my home. That's a significant intrusion that would not only impact my family and neighbors, but would also decrease the value of my home.

Furthermore, having the trail extend along the perimeter of West Valley campus is ridiculous… Because remember, A public trail means access for everyone. I spoke to a Cupertino school district facilities worker you told me not to worry, because there would be a chain-link fence separating the school from the trail. You can put up a fence, but that doesn't stop school intruders, child predators, or anyone else with bad intentions from stopping and looking through the chain link fence.

I've spoken to several cyclists at the meetings, because one of my major concerns is that we get a significant number of bicyclists coming through on the trail. Ironically, the cyclists told me not to worry because there would only be a handful of cyclists that would even use the trail, which then poses the question, why would any city spend so much money for a trail that only a small amount of people are going to use?

The argument that the trail will reduce crime in this area is not valid because right now there aren't any people behind my home on Bedford avenue, so right now there is no crime.

Anyway, I know you folks have a lot of emails to read and you have quite an important decision to make. Just remember, this is a feasibility study…and if you are truly making an assessment from an objective standpoint, you may find that there aren't any good places for a trail. If, in your research you discover that there is no feasible place to put a trail, are you willing to say that? Or is this whole thing a done deal and a trail will go in somewhere no matter what the research says?

Thank you for taking the time to read my email!

Joe

Comment #: 764 **Name:** Kathleen Cordova
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Traffic concerns for the Belleville. Bernardo and Fallen Leaf Lane neighborhoods
Comment:

Upgrade existing infrastructure for safe routes and all riders. Let's choose connectivity for the SCT.

If existing bike routes are so dangerous that only expert riders should use them, we should focus on making those existing routes safer for all riders. In other words, invest in the enhancement of existing infrastructure before investing in new infrastructure.

The CRT is for fiscal responsibility, but that does not mean don't spend any money. We advocate spending money where it will provide the most benefit for the most people.

The CRT recommends routes for trails that make sense, not trails at all cost. The project that put a walking path along Homestead Road in Los Altos cost $1.5 million and provided much needed beautification and utility for pedestrians and bicyclists. By contrast, the Mary Ave bridge cost $15 million and nobody wants to use it! We would rather see 10 Homestead Road projects that address real needs in the community than 1 new bridge over Interstate 280.

Comment #: 765 **Name:** Kathleen Cordova
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Photos of Traffic issues in the Belleville, Bernardo and Fallen Leaf neighborhoods
Comment:

Email submitted with attachement and No text.

Comment #: 766 **Name:** Karen Winger
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I FEEL "THE TRAIL" SHOULD GIVE UP THE IDEA THAT IT HAS TO FOLLOW THE CREEK....this is not possible, and any remaining space around the creek should be preserved and left alone for the wild life that lives there. We have encroached on every piece of open land in this area....wild life has nowhere to go and the remaining creek area should stay as it is.....a place for wild life.....just "let it be"! Keep the bike path on the same routes that people are now using to bike. They are all finding their way to where they want to go...we do NOT have to invade every piece of quiet neighborhoods, build more bridges and tell people where they need to go. We need to PRESERVE NATURAL HABITAT and keep the trail on the main streets with already existing bike paths. USE THE BRIDGES AND TRAILS THAT ALREADY EXIST AND IMPROVE THEM FOR SAFETY.

Thank you,
Karen Winger

Comment #: 767 **Name:** Kim Chen
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Support trail extension.
Comment:

I'm a big supporter of biking to work & extending the Steven Creek Trail extension. We have wonderful weather here, I would love to encourage more outdoor activities, even to work.

The route should be a dedicated trail, completely separate from auto traffic.

Thank you.
Kim Chen

Comment #: 768 **Name:** Friedman, Adrienne
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: We need to connect the Stevens Creek Trail from Cupertino to Mountain View
Comment:

Ladies, Gentlemen, and honorable council members,

My family has lived in Sunnyvale for 25 years. Our children have attended Santa Clara Unified Schools My husband and I enjoy walking for exercise and our walks along the trails are so fulfilling. We are always pleased when we can use different entry points to trails since it gives us opportunities to see different vistas of nature. The trails incentivize us to walk more. The beautiful trails we have encouraged our friends to walk with us. We want our cities in the South Bay to be healthful cities and walking in nature is a concrete way for people to stay fit. Extending the trails make these healthful benefits accessible to more of our citizens. The benefits of health are hard to quantify but they need to be considered when considering the cost of this construction challenge.

Thanks,
Adrienne

Comment #: 769 **Name:** Caren Rickhoff
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Opinion Regarding Stevens Creek "Trail"
Comment:

Greetings - As a resident of Sunnyvale (Belleville Way), I would like to voice my opinion about the extension of the Stevens Creek Trail from Mt. View through Sunnyvale (Fremont to Homestead) portion to ultimately reach Blackberry Farm in Cupertino.
First: A "trail" is defined as an area that allows hiking and biking in protected areas away from mainstream traffic amid a natural and peaceful setting. If such a trail were possible, that would be great. But that does not seem to be possible unless the counties reclaim private property, which we all know is not going to happen.
Second: Since a true trail is not possible, select street routes that offer the greatest protection to users and the least impact to those who live on or use the streets in daily life. Modify the streets as necessary to make them as safe as possible.
Third: I can think of only two options that meet those requirements:
1. Route the path along Mary and the footbridge by Homestead High School. Using Mary will likely require stronger barrier protections for bike lanes and walking paths may need to be enhanced for both the comfort and safety of those walking.
2. Create a structure directly over the creek itself.

Thank you for your time and consideration,
Caren Rickhoff

Comment #: 770 **Name:** Nirupama Kamat
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Regarding Stevens Creek Trail
Comment:

Hello,

I am a resident of Sunnyvale for more than 20 years and regularly use
the Stevens Creek trail for walking and jogging.

I am in favor of extending the trail to Stevens Creek Blvd. Also it is important that it is not adjacent to the road with traffic.

My older son went to Homestead High on bicycle for four years on Mary Avenue and I worried about his safety each day. Now that my younger son will be going to Homestead next year, this extension will be very valuable to me.

Thank you,
Nirupama Kamat

Comment #: 771 **Name:** Wink Schuetz
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Proposed Phar Lap/Mann bike route

Comment:

Hello:

My name is Wink Schuetz, and my husband and I live in the Oakdell Ranch neighborhood, just off Phar Lap. I am very concerned about the impact of a possible bike route running through our neighborhood, for several reasons:

* Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These streets have many cul de sacs and were designed for neighborhood traffic only—they were never designed for bike trail traffic. I am concerned that the designated trail traffic would choke our small neighborhood streets and be very disruptive for residents. Especially, on weekends, the proposed bike trail would spill hundreds of cyclists, including beginning riders and walkers, onto our neighborhood. Such traffic will make it difficult and potentially dangerous for residents to back out of their driveways and to make turns onto Mann and Phar Lap from cul de sacs. This also poses potential dangers to cyclists.

* For many years, Phar Lap has been used as overflow and convenience parking for the patrons at the Blue Pheasant Restaurant and trail visitors. Having a bike path along Phar Lap will only clog this street even more.

* Years ago when my husband and I bought our home in the Oakdell Ranch area, one of the main attractions was the quiet neighborhood with so many cul de sacs. A bike path would change the neighborhood streets into a transit route, and would very likely adversely affect the value of homes along the proposed bike route. What potential buyer is going to want to buy a home where there is busy bike/walk traffic right at the end of their front yard?

* The creek bed and adjacent flood zone areas are some of the few remaining secluded, undisturbed environments for wildlife in the city; they provide shelter and a pathway for deer and other wildlife to travel up and downstream. To provide a natural low-light environment for wildlife, street lights are kept to minimum. Such an environment is not safe for a bike path; yet adding lights would have a negative effect on the wildlife.

For the above reasons, and many more, as a long-time resident and concerned homeowner in the neighborhood, I would ask the working group and city council members to take the Phar Lap/Mann Drive option off the table and instead use and improve Foothill or Mary as designated on-streets connecting the bike route to the Cupertino section of the Stevens Creek Trail.

Respectfully yours,

Wink Schuetz

Comment #: 772 **Name:** Frank Geefay

Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No

Subject: Comments: Stevens Creek Trail

Comment:

Though I don't yet have a comprehensive understanding of all the details of the proposed Stevens Creek Trail I whole heatedly support such a trail. Our city and streets are currently entirely designed for cars. There are sidewalks and some semblance of bike lanes which are unsafe for all but the strong and agile. The city has so few places where one can ride their bikes, jog, and walk for some distance without worrying too much about car traffic.

Though the Steven Creek Trail does expose walkers and bikers to some traffic at various locations it provide miles of trail by which people who have an appreciation for the out-of-doors and nature to walk or bike with relative safety and enjoyment. It counteracts our car-centric culture and provide and activity parents can share with their family, a bit like hiking. In a city so full of cars and streets, this trail will provide a welcoming opportunity for citizens to conveniently come closer to nature and at the same time get some fresh air and healthy exercise.

I feel it a bit selfish for those who object to this trail going through their neighborhoods. If it went through other neighborhoods they would likely not object. I wished this trail pasted in front of my house so I could simply walk outside to get on the trail. You have my full support.

Best Regards,
Frank Geefay

Comment #: 773 **Name:** Yangya Kong
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: support completing the Stevens Creek Trail between Mountain View and Cupertino.
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,

Yangya Kong
From Sunnyvale

Comment #: 774 **Name:** Katrina
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steves Creek Trail
Comment:

To whom it may conern

I have read and heard much about the various proposal of this supposedly "trail". The bottom line to me, is that please do not allow satisfying the "wishes" to a few at the expense of all - a few bikes/pedestrians/joggers "needs" DO NOT outweigh the convenience and nuisances arising from having the trail in their neighborhood, 24x7. It's neither democratic nor ethical.

Some bikers think they own the road, now they think everyone should accommodate their wishes, a sense of entitlement. We ride bikes as a family and we respect the rules of the road, charter our course according to route appropriateness. We never feel or expect others to sacrifice their land or street scrap to accommodate our needs. I often wonder who's behind the push and surprised this proposal has gone this far. A waste of public resources and people's time.

Bernardo is a major route to school(s), the people who propose to make any changes to make way for a "bike trail" obviously does not live in this neighborhood. The decision should be made by the Bernardo neighborhood, no one else.

Thanks

Katrina

Comment #: 775 **Name:** Gerard M. X. Fernando
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Comments on Stevens Creek Train extension
Comment:

SCT Feasibility Study

I suggest that the following option for the Stevens Creek Train extension:

The “Creek corridor path and city streets” which will follow Freemont Avenue until the intersection with Grant Road. “Freemont Avenue/Grant Road Option”.

This option would enable easy access to the Stevens Creek Train by foot, by public transportation and by bicycle. Such an integrated plan would be of great benefit for increased use of the Trail.

If this option is adopted I personally and my family would use the Stevens Creek Trail even more frequently that we do now due to easier access to the trail head.

Thank you for your consideration

Gerard M. X. Fernando

Comment #: 776 **Name:** Jordan Hambleton
Date: 6/10/2015 **Jurisdiction:** Santa Clara County **Supplemental Document:** No
Subject: Bay area trail extension
Comment:

Dear Staff, Working Group Members, and Council Members,
We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:
* proposed extension of the Stevens Creek trail that would take the trail down to Cupertino, and later potentially all the way into the Santa Cruz mountains.
Two points I want to make are:
1. I support the trail extension.
2. The route should be a dedicated trail, separate from auto traffic, i.e., not a bike lane on a city street.

Thank you for your consideration.

Sincerely,
Jordan Hambleton
Santa Clara County

Comment #: 777 **Name:** Diane Linthicum
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I strongly urge you not to consider placing a bike lane on Peninsula, Dempster and Stokes Avenue in Cupertino.

1. There are no sidewalks on Peninsula.
2. There is a not enough space to allow parking, passing cars and bikes on any of these residential streets.
3. Somerset Square Park is a small neighborhood park, mainly enjoyed by the residents of the 155 homes that are in that subdivision.
Placing multiple strangers there is not good for the safety of the children that play there.
4. Inviting strangers into this neighborhood is inviting crime.

Thank you,

Diane Linthicum

Comment #: 778 **Name:** Anne Ye
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's Creek Route through Bellevill Way will not work, it is 0 ROI
Comment:

I live on Bedford Ave. I have gone to most meetings related to the Steven's Creek Route over the years.

The Steven's Creek neighborhood is family orientated. I, like our neighbors, have a job to go to and a family to look after. I am sure some of our neighbors have lots more responsibilities at work. Our time is very very precious. Yet we have spent so much time and energy on attending these meetings in which our neighborhood's voice is not listened to. The outcome of the suggested routes do not work!

The feasibility study conducted by personals hired by Sunnyvale, backed by activists in Friends of Steven's Creek organization, unfortunately, came out to be very narrow minded and deeply flawed. It is not open to the ideas of extending/improving the existing route, Mary Ave/Burnett Bridge, rather it is fixated to spend enormous amount of money to build new routes and a new bridge just 0.5 miles away from Burnett Bridge!

Not only the suggested Belleville Way/Bedford route gives a zero return of investment (ROI), in fact it is unsafe and in places dangerous to bikers, route users, school children and home owners.

I urge you to spend our money wisely. To have a safe route for our community by improving existing route through Mary/Burnett Bridge!

I also urge you to direct our time and energy on solving community's real issues!

Regards,

Comment #: 779 **Name:** Susan and Louis Wirtz
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Against stevens creek trail on Bernardo Avenue
Comment:

We are against extending the Steven’s Creek trail utilizing Bernardo Avenue. Bernardo carries significant automobile traffic and is relatively narrow in the Fremont Ave to Homestead Road corridor. Extending the trail along that corridor would require creation of a one way street which would cause a traffic nightmare for the local residents that live in that area and create a dangerous traffic snarl for children and parents going to and from Cupertino Middle School.
The trail should not steal existing traffic lanes from a busy narrow street and interfere or hinder a resident’s ability to get from place to place. We also believe that it is ridiculous to spend such a large sum of money on a trail that would benefit so few people.

Susan and Louis Wirtz

Comment #: 780 **Name:** Rebecca Silberstein
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail extension
Comment:

Hi!

I am in whole-hearted support for an extension to the trail. I am a sunnyvale resident and I use the trail almost every day. I do use it every week day to bike or run to work. Without the trail, I would be yet another car on the road. We also like to walk and run on the trail on the weekends. If you extend it, i would feel much safer running south. As it stands, i occasionally run south on bernardo and i feel extremely vulnerable - even in daylight. If the trail were extended south it would a valuable resource to our community, and our neighboring cities.

Please extend the trail to help people further south also enjoy biking to work. Having a safe way to bike is essential to helping out with traffic.

Thank you,
Rebecca

Comment #: 781 **Name:** Sherril Hopper
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: (no subject)
Comment:

The Grant Park/ Fallen Leaf Lane neighborhood is a family residential neighborhood with many children that need safe routes to schools.
Families also have a right to safety in their neighborhoods.
I strongly oppose considering Fallen Leaf Lane or Newcastle for any further feasibility analysis.

I know I speak for most of my neighbors who have not taken the time to contact you. We do NOT want a Trail to come through any residential neighborhood.
There are too many driveways and intersections.
Pretending a street is safe like a Trail endangers everyone.
Fallen Leaf Lane is NOT a viable option for a Trail. There are also safety issues surrounding the new Stanford building at Fremont and Belleville.

If there is money that is earmarked for improvements of infrastructure, invest in improving the existing bike routes along Bernardo or Mary, improving existing routes, along Fremont to Grant Rd and Foothill, which would be safer for all cyclists. In addition it makes fiscal sense to tie the trail into the new and relatively unused $14 million Mary Ave bridge over Hwy 280. Do NOT build a new one.

It is time to realize that the plan as it exists is financially irresponsible. We need to prioritize projects and stop wasting tax payer money.
In this case, continuing to study something over and over again, that residents and tax payers do NOT want.

Listen to the residents that voted for you -- not outsiders that want to run a trail through our residential neighborhoods forever changing the character of our town.

Sincerely

Sherril Hopper

Comment #: 782 **Name:** Annie Moyer
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail to nowhere
Comment:

Hi,

This has been an on going fight or problem with Bedford Ave since I was born. I am now 40 and we are still in this same predicament . The trail must not go down Bedford Ave or behind it. There is already too much traffic. Too many speeding cars. There is no way this path go go thru a school. This is a path to no where!

Mary is already wide enough and has a bridge over the freeway. Seem like that would work just fine.

Concerned citizen

Annie Moyer

Comment #: 783 **Name:** Anatole Gordon & family
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Los Altos residents' input to Stevens Creek Trail extension
Comment:

To all Stevens Creek Trail leaders and representatives:

As both a Los Altos homeowner and longtime bike commuter, (my family and) I believe that the introduction of a mixed-use trail on residential streets will adversely impact the quality and character of our South Los Altos neighborhoods.

To achieve the objective of a sensible Stevens Creek Trail (SCT) thoroughfare, we respectfully urge you to adopt these key points:

Leverage existing travel corridors and infrastructure (Don Burnett Bicycle-Pedestrian Bridge over I-280 at S Mary Ave.; the Highway 85 bike bridge between Heatherstone Way and Sleeper Ave.; the Foothill Expwy. underpass at I-280).

Respect, accept, and adopt the 2008 Los Altos SCT study findings in the feasibility study.

The two most-straightforward routes . . .

. . . from the north:

Foothill Expwy. to Grant Rd. to Sleeper Ave. (and the SCT entrance)

. . . from the south:

Homestead Rd. (or Don Burnett Bicycle-Pedestrian Bridge over I-280) to S Mary Ave. to Heatherstone Ave. (and the SCT entrance)

To save cost, minimize residential intrusion, and optimize traffic flow, we urge you to leverage the existing infrastructure and simply enhance it for bicycle/pedestrian travel.

We thank you in advance for adopting these suggestions.

Anatole Gordon & family
Crist Drive, Los Altos

Comment #: 784 **Name:** Gregory and Noreen Payne
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: stevens creek trail extension
Comment:

To Whom It May Concern:

We just wanted to voice our support for the new extension. It should definitely be an off-street route, like the prior routes from Shoreline Park.

Thank you,

Gregory and Noreen Payne
Cherry Chase residents
Sunnyvale, CA

Comment #: 785 **Name:** Lubna Keval
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Hello,

I am a resident of the Homestead Villa area, have been for over 10 years. Both my kids spent a large part of their childhood in this neighbourhood and we as a family, have cherished the safety and privacy that living here has provided for us. We moved here for exactly for those reasons - as a parent, I cannot stress the importance of the peace of mind that comes from knowing that your children and their friends are playing safely in the front yard without any worry about outside traffic of any sort. Everyone knows everyone - the only folks that use these roads are the ones that reside here and I want it to stay that way. I am not anti-trail, I just want to see the use of existing infrastructure being put to use, hence minimising the impact on our little neighbourhood. Be responsible, please utilise what's already there in the first place!

Thank you,
Lubna Keval

Comment #: 786 **Name:** Tyson Leistiko
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Comments on the Stevens Creek Trail
Comment:

Dear City of Sunnyvale,

Attached are my comments regarding the Trail Study:
http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx
that are due today by 5:00pm.

They are attached as a .pdf file. Please let me know if this is an acceptable method of submission.

Thank you,

Tyson Leistiko

Comment #: 787 **Name:** Mary Forrest
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Extension
Comment:

Dear Staff, Working Group Members, and Council Members,

I love the Stevens Creek Trail and want it in our neighborhood! I hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Thank you for your consideration.

Sincerely,

Mary Beth Forrest
Sunnyvale, CA

Comment #: 788 **Name:** Harold Price
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Feasibility Study Comment
Comment:

The existing pedestrian crossings for Stevens Creek Blvd. at Bubb and Peninsula are extremely dangerous. Cars attempting to make a right turn going west onto Peninsula can not see pedestrians crossing from the south side of the street. Those same pedestrians are in harms way from cars making a right turn on red from both lanes of Bubb and who try to make it onto the north access lanes onto 85. They are also in danger from cars exiting Peninsula onto east bound Stevens Creek.

The least expensive and most practical solution is to eliminate the pedestrian crossing on the west side of Stevens Creek and improve the crossing across on Bubb Road by having having no right turn on red. This will also reduce the danger of a serious auto collision with cars having the traffic light right- away exiting Peninsula and those cars making right turn on red from Bubb. The crossing on the west side of the subject intersection should be improved by installing pedestrian crossing warning lights.

I have been a resident of Cupertino since 1970 and have observed numerous close calls. Our traffic is getting heavier, driver's patience growing more and the tendency to make the four way light by racing through the yellow as it turns red has become more commonplace putting pedestrians and drivers in great peril.

Sincerely,

Harold Price

Comment #: 789 **Name:** Brenda Davis-Visas
Date: 6/10/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail thoughts
Comment:

Dear City Council Member:
I am writing to voice my concerns about locating a connecting bike route in South Los Altos. I have attended meetings in both Sunnyvale and Cupertino and many excellent points have been raised regarding safety, the fact the proposal route is not a trail and how it would greatly impact the people who live on Fallenleaf, Louise and New Castle.

What I would like to address is the quality of life issues with an imposed bike route. Cutting down 250 trees, putting a bike route on both sides of the street or in the middle of the street and an estimated 700 bike riders yearly in our neighborhood changes the area dramatically. Some proponents of the bike route have advocated eminent domain. The majority of the proponents, don't live on the proposed streets, haven't paid mortgages or property taxes for the past 20-30 years, and have no "financial skin in the game". Part of the reason Los Altos neighborhoods are desirable routes is because we keep our areas clean and maintained. I doubt bikers would come through if the area was unkempt or seedy. Bikers will ride through our neighborhoods whenever they want, 365 days a year. I cannot 'shut down' my street or move my property, I am at the bike riders mercy, yet I pay all the bills. If I wanted a home that had a bike route in front of it, I would have bought one.

I urge you to 'buck the trend' of big government, pretending to listen to those that pay the bills and then implementing what government feels is 'good for them'.
Sincerely,
Brenda Davis-Visas

Comment #: 790 **Name:** Diane Robinette
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Vote for fiscal responsibility
Comment:

I would like to see a more practical, fiscally responsible solution that involves leveraging existing infrastructure. Spending $40M is a lot of money. Is it the best use of this money?

Comment #: 791 **Name:** Joe Coogan
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SC Trail Proposals
Comment:

Dear Study Team,

I have loved and used the Steven's Creek Trail from it's very beginning. When the first reaches were built I lived on Easy Street in Mountain View and would use the trail for exercise, bike commuting, and walking with baby strollers and toddlers. In 2002 we moved to S Knickerbocker Drive in Sunnyvale and were very happy when reach 4 was built out and the entrance at Dale-Heatherstone was opened just around the corner from our home. The trail is truly a treasure and a benefit to all.

I appreciate the time and effort that has gone into planning the four possible routes for extending the trail but I cannot support any of them. In my mind the greatest advantage of the current trail is that it follows the creek itself and there is simply no way this can continue south from the current terminus at Dale and Heatherstone. While there is some public land available near Robin Ave and Remington Court in Sunnyvale, there is not even enough to follow the creek to Fremont Ave and I don't believe any of the suggested routes included this possibility of following the creek anyway. The plans of running the trail along Bernardo or Fallen Leaf would disrupt those neighborhoods and traffic patterns, particularly around Cupertino Middle School, while being no where near the creek itself; Plans for Remmington-Mary and Belleville are really just bike lanes that will exist whether or not they are designated as Stevens Creek Trail.

While I would love to enter Stevens Creek Trail at Dale-Heatherstone and head south along the creek all the way to Stevens Creek Reservoir on a dedicated trail, that is not possible. There simply is not enough public land along the creek to build such a trail. And the suggested alternative routes would cause pretty severe hardship on existing neighborhoods and traffic or they already exist as bike lanes that should not be designated as Stevens Creek Trail when they are no where near the creek.

In short, I do not think that any of the four suggested routes is truly feasible.

Thank you for your time,

Joe Coogan

Comment #: 792 **Name:** Charles Mabey
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Routing
Comment:

I have strong opinions against routing this trail down Belleville/Bedford to connect Homestead to Fremont Ave. This is a small neighborhood with only two entrances and exits. Routing the trail through this area will increase congestion and have safety issues. Belleville is already impacted with vehicles dropping off and picking up kids at the school. The safety of children walking and bicycling to school would be a major concern as trail bikers speed through our neighborhood on their way to and from work. The safety of increased pedestrians and bicycles would be in jeopardy as residents are exiting and entering their driveways. Add the possibility of emergency vehicles using Belleville further impacts the safety of all.

I do support the use of Mary Avenue to connect this trail. There is already a very expensive bridge over Hwy 280 specifically intended to extend the trail. Mary is already a class 1 street for bicycles. The use of this route is the most cost effective way to provide the extension of the trail.

Regards,

Charles Mabey

Comment #: 793 **Name:** Jon Willard
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: public input.
Comment:

Hi Group. I think the idea of a trail only works north of Fremont, but ended at Fremont with all the cars is not a good idea. I do not want the city's to build new bridges and would like to see more of the streets going east and west to be upgraded for bike safety.

I have to tell you I don't think my opinion had any voice in this process. There is an group called "the friends of stevens creek trail" that has a agenda when it comes to a trail down the creek. Here is why I do not think my opinion counts, there are members on the citizens working group that are directly associate with this group and members of the citizens working group were aloud to speak at the public meetings.

Thanks, Jon Willard, Sunnyvale

Comment #: 794 **Name:** Sudhir Virmani
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Stevens Creek Trail
Comment:

THE MYTH

For several years, Stevens Creek Trail (SCT) zealots have been propagating far and wide that a SCT extension can be constructed in a heavily built and densely populated residential area They have used this propaganda to appeal to the gullible funders and other supporters of the ”trail”. But this is a complete myth. A trail- “a neater sweeter maiden in a cleaner, greener land” - cannot be built in such a congested area.

THE FANTASY

Belleville Way is the sole outlet for houses and residences bounded by 85, Fremont, Homestead and the Creek. It is also the location of the West Valley Elementary School and many students in this area attend Cupertino Middle School on Bernardo and go across the 85 overpass.

Around school start and end hours, there is heavy pedestrian, vehicular and, yes, bicycle traffic. This requires considerable vigil by the school crossing guards to ensure student and parent safety. During winter and rainy days the vehicular traffic backs up considerable distances from the school, both towards Homestead and Fremont. Any arbitrary and reduction in the volume of traffic and of parking space and increased difficulty of access will seriously harm the safety, security and quality of life of the residents, students, and school staff.

RECOMMENDATION

As a resident of The Dalles Ave on the corner of Belleville Way, I urge the Sunnyvale City Council to stop any attempt to designate Belleville Way, The Dalles Avenue and Bedford Ave wholly or in combination as a trail and then proceed to make infrastructure changes. The entire concept of a trail as currently fantasized by the Cities and, especially, the rabid Friends of Stevens Creek Trail, in the alignments under consideration should be given a decent funeral and buried.

GOING FORWARD

- Abandon the current Four Cities plan and studies.

- Upgrade and Augment existing infrastructure to provide greater and much safer access to bikes and pedestrians

- Avoid aggravating residents and reducing their quality of life. Give priority to resident’s opinions.

- Post maps and signs as needed to ensure that the links between the two segments of the Stevens Creek Trail are clearly identifiable and visible.

Respectfully submitted
Sudhir Virmani

Comment #: 795 **Name:** Jeanne Waldman
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: my support for the trail extension
Comment:

Hi,
I'd like to add my support for the trail extension project. I live in the Cherry Chase neighborhood. I

I use the current trail to go to Cuesta Park (I cross hwy 85 at Heatherstone. aside: there needs to be a safer way to cross Grant Rd at Cuesta Park area. It's ridiculous now, it has a bike ramp but no crosswalk) and to go to downtown Mt View and beyond.

I bike all the time, have lived in this area for 20+ years, and if the trail would extend south I would use it to access Rancho San Antonio and Fremont Older and Montebello if possible.

Whatever you do, for it to be successful, consider that it needs to work for parents with their small children. I see a lot of parents with their small kids on the bike path now.

Here is a summary of some of the areas that I bike that I don't particularly like now:

* going under 85 at Fremont. My friend from NYC was scared, and she rides in NYC! I would ride with my daughter to the Woodland library or Rancho IF this section was avoidable.
* crossing Grant Rd to get to Cuesta Park.
* going down Bernardo from Remington to Fremont isn't awful, but it could be a bit better. I always take Belleville or Fallen Leaf instead.
* Homestead around Trader Joe's. I see lots of activity, people on phones driving out of the parking lot.
* Grant Rd near Foothill - would like a wider bike lane
* Foothill from Homestead up to the cement plant during the week days for obvious reasons: diesel exhaust and big-truck danger
* All of Mary, especially where the lanes go from two to one or where there is no bike lane.
* All of Bernardo simply because it is too narrow, but the visibility is good.

Thanks,
Jeanne Waldman

Comment #: 796 **Name:** Sarah Chekfa
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Positive feedback on trail extension
Comment:

To whom it may concern:

My name is Sarah Chekfa, I'm 18, and I've been living in Cupertino for over half my life. I just graduated high school at Monta Vista in Cupertino this Friday and I'm on the board of the Friends of Stevens Creek Trail. I just want to briefly share my thoughts in support of the trail's extension.

One of the trail's key benefits is its ability to provide community members with a safe, car-free mode of transportation. Most people use cars, and cars produce greenhouse gases. From a global standpoint, this speeds up global warming. From a local perspective, elevated levels of substances like CO2 can have terrible effects on air quality, causing potential health problems. I'm not saying that trails will turn everything around and convert our community into some sort of contemporary utopia — but I am saying that trails will help slow down the process of global warming and help people live happier, safer, and more sustainable lives.

Just because those who use trails are in the minority, doesn't mean that they should be ostracized and not allowed to practice a sustainable, perfectly reasonable lifestyle. John Adams talked about the tyranny of the majority — of course, I'm not saying that those against the trail are tyrants, but I am saying that even from a historical perspective, the majority was not considered the ultimate test of moral correctness. It is not fair to simply assume that just because many people are against something, that thing — in this case, the trail — is a bad idea. The purported minority of people using the trail are doing something good — saving the environment and being safe citizens. Why should we make it harder for them to do the right thing?

I don't think people should be using the term "fiscal responsibility" here. Isn't providing a safe, sustainable mode of transportation the responsible, mature thing for us to do as a community?

Thank you.

Respectfully,

Sarah Chekfa

P.S. I want to thank you all for all the hard work you've put in working on this feasibility study and attending meetings and such! I really appreciate your effort and am thankful for your perseverance and good nature.

Comment #: 797 **Name:** Mr. & Mrs Utley
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: A very concerned resident!!!
Comment:

Dear Sirs,

As you are well aware we, "Oakdell Ranch & Mann/Madera/Pennisula & Stokes Ave in Cupertino have all signed a petition and held a meeting
with the mayor on this current bike/path problem.

I am also writing as a concerned resident with all the problems this would create that the council members take Phar Lap/Mann Drive off the table and use and
improve Foothill or Mary or 85/Sound wall to connecting route to the Stevens Creek Trail.

Wishing the Best for the area in Monta Vista and Cupertino residents as well!!!!

Thank you much,

Mr. & Mrs Utley

Comment #: 798 **Name:** Marianne Poblenz

Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Stevens Creek Trail Feasibility Study

Comment:

Honorable Representatives:

Please consider the following points regarding the SCT Feasibility Study:

1. It is obvious that it is not possible to create a true trail experience (isolated from cars, in contact with nature). This needs to be recognized as a fact rather than arbitrarily designated a "problem" that needs a forced solution. In a perfect world yes, the existing SCT should be linked, but time and circumstance have removed that option.

2. The issue then becomes one of creating a safe and logical connector route (not trail) that links with the existing SCT access points. But the massive amount of discussion and conflicting opinions over this issue should make it clear that there is no single solution that will satisfy all constituents (nature enthusiasts, walkers, recreational bikers, bike commuters, children, residents).

3. If an "artificial trail" were to be created through an existing neighborhood, where would the access points be? Potentially every block could be an access point, but the true trail access points would remain where they are right now. What would be gained by disrupting an existing neighborhood for an arbitrary route that cannot serve all needs and may not even be appropriate as residential and commercial development in the area evolves to an unknown future. Also, there is no guarantee that people would restrict themselves to the pseudo-trail, so why not consider more flexible options?

4. Have Friends of SCT use some of the available monies to redo existing maps and websites to reflect the reality of a Stevens Creek Trail North and Stevens Creek Trail South. This removes the false constraint of "linkage." It also makes it less confusing and clarifies where the true trail experience exists.

5. Presumably, stewardship of the SCT also means enhancement of the SCT Corridor. This should allow monies to be used, in partnership with the city, to improve all logical biking and walking routes within the corridor whether they are continuous or not.

6. In a changing urban environment (unlike on a true trail), recognize that people can and will choose the route that best serves their individual needs. Promote tracts of safe natural linkage only where they are logical but not disruptive. Friends of SCT can take appropriate credit with signage. Improving the recreational experience for all people is a legacy that trail proponents can be proud of.

7. Follow the recommendations of Citizens for Responsible Trails and utilize existing infrastructure wherever possible. Work closely with bicycle advocacy groups that stand to gain the most from any improvement. Look for partnerships with companies like Google and Apple to leverage improvements for connector routes but above all, retain flexibility for a changing future.

I believe these suggestions create a broader set of options, remove the unfair negative impact on existing neighborhoods, minimize the risk of unintended consequences, retain flexibility for changing circumstances, while making positive improvements to the outdoor experience of everyone. And hopefully, they will encourage and aid even more people to find their way to the existing SCT, be it North or South.

Respectfully,
Marianne Poblenz (41 yr resident)

Comment #: 799 **Name:** Anand and Luisa Shah
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: The stevens creek trail project
Comment:

Respected Sunnyvale City Council Members
We live at Belleville Way in Sunnyvale. We would like to express our concerns, based on the observations, to you about the bike trail on Belleville Way.

1. There is a children school on the street and heavy traffic during school hours that is possible accident hazard.

2. The bike traffic on weekdays is very low even on the main streets like Fremont and Homestead and our observation (not complete data) makes us believe that even on the weekends is not over 100 bikers.

3. Will it be a good use of tax payers money for putting up a bike lane for such a low traffic against other more worthy initiatives like schools, park, salary for teachers and valued city employees etc

4. Safety is major concern and is it good use of tax payers (which you too are part of) money for this initiative?

5. We believe ROI is very poor from financial and safety perspective that should concern not only Belleville residents but all Sunnyvale citizens.

Please consider our inputs in your decision making process.
Anand and Luisa Shah

Comment #: 800 **Name:** Amritha Seshaadri

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Feedback on Cupertino section of the Stevens Creek Trail

Comment:

Hi, my name is Amritha Seshaadri and I am a resident of the Phar Lap/Mann/Madera Drive neighborhood.

As a resident living on Madera Drive, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

Another major concern for myself personally, is the safety of my three very young children. We are the second to last house on Madera and live on a dead end street where the primary traffic is from residents living there. They are accustomed to playing in the front yard and riding their bikes in front of our house on the street. I absolutely would no longer feel safe to allow my children this kind of freedom with the proposed route through our neighborhood.

I respectfully ask the working group and city council members to take Phar Lap/Mann/Madera Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Yours Sincerely,

Amritha Seshaadri

Comment #: 801 **Name:** Larry W. Thompson
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Steven's Creek Trail
Comment:

Dear Distinguished Council Members,

I read a very good email sent to city council members implying that the persons involved in the feasibility study had been irresponsible in their final decisions about the trail, in that they mentioned alternatives that would not meet criteria for a class one trail, but continued to label them as a possible Steven's Creek Trail. I agree that this is irresponsible. I have respect for the detailed work this company did, but there is no way to build a class one trail without the required land. It's almost as if the mandate for the study personnel was to find a way to get this done, and so they came up with some suggestions that might be feasible. The three that were outlined all have problems and they would not meet criteria for a class one trail.

One of these is along Fallen Leaf Lane. Mention has been made on a number of occasions that if the city were to reclaim the easement on Fallen Leaf Lane a Class One Trail could be situated along that street. This, as I'm sure you realize would be disastrous for all the residents along that street. It would totally change the character of the neighborhood and the quality of life for the people in that community, not just on Fallen Leaf but also on many of the adjacent streets.

At the various meetings focusing on this topic over the past decade, I've heard a number of realtors state very forthrightly that such developments would decrease real estate values dramatically. While there have been statements to the contrary at meetings, I've never heard a realtor make the pronouncement that crowding a roadway through a single residence area with a bike trail, or even a bike path for that matter, would increase property value. I consulted with a realtor friend, who was visiting me, and he said that a designated trail through a residential district of single homes like we have in this community could decrease property values by as much as 20%. This would quickly add into millions just along this one corridor. No responsible civic leader should want to see this happen.

At the meeting on Monday night at the Mountain View Senior Center one gentleman, who owned and presumably lived in a multiple apartment structure along the Steven's Creek Trail in Mountain View stated that the building of the trail actually increased the desirability of his property. I checked it out, and I could see how this might be the case. His and a number of other structures are located more than 50 yards from the trail, and there was a convenient entryway onto the trail. The community there is quite different than many of the other residential areas that will be affected if this trail were ever to be realized. They are mostly renters, young and getting started, accustomed to living in crowded conditions and most likely view the availability of the trail as a positive for commuting and recreation.

One word about the nine foot easement on each side of Fallen Leaf Lane. Most of us living along this street were not original settlers. The street was built, and apparently there was some understanding among developers and city administrative officials that the easement was not going to be claimed for city use. Otherwise, the developers would not have built the homes so close to the streets. Actually the area may have been developed on unincorporated land, which was later incorporated into the city, and that may be why such liberties were taken in the development of homes. I don't know, but I plan to search the history of construction and development in this area. Overtime residents have cared for the city easement land, and as far as I know have asked for little assistance in this activity. When most of us bought homes here, we made the purchases in good faith that the community would be left undisturbed without sidewalks etc. to maintain the suburban/rural character that existed. I don't know what is to happen next, but I do know a little about human nature, and if members of the community are going to lose millions in property value, they may very well see that it would be worthwhile to initiate legal strategies of sizable proportions to maintain the integrity of the community. I pray that it doesn't come to this level.

It is time to stop this now. The citizens in the single resident areas of all the communities in the four cities, who would be affected by the continuation of this trail have suffered long enough. Put an end to this. The initial question, though addressed carefully has not been answered responsibly. There is simply no way a class one trail can be constructed through this area without sizeable appropriations of land already developed or hazardous losses for honest, loyal and lawful community members in the four cities involved, and particularly those who reside in Los Altos, since this community seems to be the central focus.

Several possibilities for bike paths through this area were suggested in the report. New bike paths through dense single residential areas, such as the one suggested for Fallen Leaf Lane are not needed and would be expensive to create. Existing bike paths should be improved to make them safer, and for a variety of reasons other than to connect the trail in Mountain View with the one running through parks in the Blackberry Farm area of Cupertino. Furthermore, they should not be labeled as the Steven's Creek Trail or in any way designated specifically as part of the Steven's Creek Trail. These trails are needed for commuting as much or more than for recreation.

The class one trail in Cupertino by the way is relatively short, though there are some side trails that extend recreational riding in that area. While such a connection between the two Steven's Creek Trails might be nice for a few, it most likely will not be a high traffic bikeway. Do we know for sure after all the investigation that has been done that bikers really want to travel in that direction between the two trails other than for recreation? For example, as you know there now is a bike/pedestrian pathway across 280 as an extension of Mary St., which was developed to facilitate traffic across the interstate, but this is not heavily used. I noticed at recent meetings several people have mentioned that this pathway is already overburdened. However, this may not be the case. I've spoken to two people who walk across that bridge at different times on a daily basis and they say there is very little traffic. I've checked it myself on a random basis over the past few weeks and also found little or no traffic on that bridge. One might ask how great is the need for this directional pathway if it is not being used.

I think the City Council has discharged its duty admirably regarding the study of this matter. Now stop the anguish of many for the sake of a few. Reject the Steven's Creek connection as proposed. Use our funds wisely for improving existing bike pathways to make them safer. They will be for the use of commuters and recreational bikers, who incidentally might want to travel to Blackberry Farm using whichever path seems to be most convenient or preferred for them. Do not label any of them as connected with the Steven's Creek Trail. This project should be doomed for this generation of citizens and must await for a distant time of long-range planning designed to acquire the necessary funds to appropriate lands for a proper trail and not a makeshift bike path, should the people still desire such a project.

Warm regards,

larry

Larry W. Thompson, Ph.D. ABPP

Comment #: 802 **Name:** Charles Ma

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: trail route

Comment:

Hi, my name is Charles Ma and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Mary already has a bridge, please do not waste tax payers' money to build another bridge.
Thank you for your consideration.

Comment #: 803 **Name:** Margaret Okuzumi

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: draft comments Stevens Creek Trail Feasibility Study

Comment:

Thanks for the opportunity to comment on this study. I use the trail as a bicyclist for transportation purposes,usually entering at Heatherstone Way and exiting at various places as far north as Crittenden several times a month. To inform these comments I spent several hours walking along sections of the trail and points south looking at the potential alignments.

I really enjoy the beautiful native plant landscaping on the trail between Heatherstone and El Camino Real, and that stretch has much recreational value. As the trail approaches and crosses over Hwy 85 to connect to Heatherstone, the noise from traffic on Hwy 85 becomes overwhelming. That segment of the trail is almost intolerably unpleasant for pedestrians and marginally tolerable for bicyclists who are passing through that segment quickly, due to the roaring noise.

Recommendation #1: No alignments exposed to Hwy 85 or over the creek, please.

The alignments passing behind the apartments on Heatherstone seem impractical because: 1) continuing the trail along Hwy 85 continues the noise problem, and 2) it would require removing many trees in the constrained right-of-way. The trees play an important role in helping to attenuate sound from the freeway, so would have a negative impact on those apartment dwellers and other neighbors if they were removed. Thus, the expensive end result would be extremely unpleasant due to the noise from the freeway and being boxed in on both sides of the trail--definitely not be worth the cost and hassle of relocating sound walls.

In short, any alignment that puts the trail so fully exposed to Hwy 85, has no recreational value to users due to excessive freeway noise and should be off the table.

I'm opposed to putting the trail immediately adjacent to the creek south of Heatherstone, especially if it requires cantilevering the trail over the creek bed. I don't think the report makes clear enough that this would hugely impact the unique riparian habitat and existing tree canopy that would take many years to replace. Destroying so much habitat to build the trail seems counterproductive to the recreational and environmental value of the trail. So for example, I'm opposed to putting in a crossing at Mockingbird Ln.

I'd favor an alignment along Robin Way.

Recommendation #2: Pick those alignments that provide the best access to neighborhoods to maximize transportation value.

Since it's not really possible to preserve the recreational value of the trail by cantilevering the trail over the creek or the freeway, the next consideration is the transportation value of the trail.

I've used the Sleeper Ave exit twice, and both times gotten lost and frustrated while trying to find my way to Fremont Ave. At a minimum, signage to direct trail users would be helpful.

As someone who bicycles for transportation, I generally prefer the most direct and quickest route to my destination, unless an alternate route has comparatively high recreational value and I can afford the time. I imagine that is true for most people who might use the trail for commuting or transportation purposes. For example, my husband commutes to work at Google on the trail, but rather than entering at Heatherstone, which appears to the be most direct way as the crow flies, he enters at Central Expressway after traveling up Mary Ave. That's because taking the Stevens Creek Trail between Heatherstone and Central Expressway, although more pleasant, is actually slower than taking city streets even accounting for stoplights. I've tried this a number of times myself, and the best way I can explain it is that the number of overcrossings (and associated switchbacks) on the trail slows one down quite a bit, plus, one cannot bicycle at top speed on the trail if at all mindful about avoiding collisions with pedestrians.

Whether or not as part of the Stevens Creek Trail or considered as a stand-alone project, a overcrossing connecting Mountain View High School and Remington Ct. in Sunnyvale that takes advantage of PG&E right-of-way seems worth considering and appeared to have fewer impacts on trees there than elsewhere.

Between Fremont Ave and Homestead, I favor a Belleville Way alignment that removes parking on one side of the street. Belleville Way is plenty wide, and it doesn't seem to me that removing parking on one side of the street would hugely inconvenience residents there. I think the opposition by Belleview Way residents is an overreaction, as they would benefit from safer bicycle access and an amenity that would increase their property values and the increase appeal to the many people who are looking to bicycle commute to work in Mountain View and Sunnyvale. It serves the most households as there is denser development and apartment complexes on connecting streets. By removing parking on one side, it would make bicycling safer and encourage more people to try bicycle commuting.

Mary Ave is also too much of a detour to get to Foothill Blvd.

Bernardo Ave between Homestead Rd and Fremont Ave. does have the advantage of conflicting with fewer driveways. Removing parking here has a bigger impact on residents, as already parking is restricted to one side of the road. However, I saw plenty of 3-car garages and driveway space with plenty of room to accommodate vehicles. Because the Hwy 85 sound wall forms its west border, and the east side of Bernardo in this stretch doesn't have much in the way of dense housing development, fewer households are served by this alignment. However, this alignment

Fallen Leaf Ln will not serve as many residents, and has the further disadvantage of not being as direct a route to Homestead Rd and also a bit hilly. Fallen Leaf Ln also has no sidewalks and so extra width to accommodate pedestrians and reduce conflicts with bicyclists would need to be considered. It also seems to introduce a bigger impace to the character of the neighborhood.

South of Homestead Rd., a crossing from Peninsular Ave to Creston Dr would encourage more people to try bicycling for their commute by helping them to avoid needing to navigate highway interchanges. Perhaps at some future date, if the Lehigh quarry is closed and the rail line is abandoned, this might become more financially feasible and permit a more elegant structure than the current configuration would allow.

It's easy to get confused and disoriented at the connection from Homestead Rd to Foothill Blvd because of the angle at which Homestead Rd connects with Foothill Blvd. and how it also intersects with Grant Rd. I have also found this segment less comfortable as a cyclist because of the curve in Homestead Rd and greater potential to be hit by motorists who are preoccupied by wanting to enter the shopping center. At the very least, some more signage would be helpful at this intersection.

Margaret Okuzumi

Comment #: 804 **Name:** John W. Semion
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Re: Stevens Creek Trail alignment through Sunnyvale, Los Altos and Cupertino
Comment:

Ladies and Gentlemen:

Further to my message below, I would like to make one additional point about the Fallen Leaf Lane alignment.

It seems to me that the reason some Fallen Leaf Lane residents are so vocal in opposing the alignment on their street is that they, like me, realize that Fallen Leaf Lane is the best option for that reach of the Stevens Creek Trail. So they are doing their best to keep you from choosing it.

Please don't give in to their pressure. Make the best choice for the four-city community as a whole, not for a special-interest group.

Thanks again for your consideration.

Best regards,

John W. Semion
Los Altos

At 09:03 AM 6/10/2015, John W. Semion wrote:
Ladies and Gentlemen:

First, I would like to thank the members of the Joint Cities Working Team and the Citizens Working Group for the time and effort they have devoted to this important, and unfortunately sometimes contentious, project.

Second, thanks to the Cities of Mountain View and Cupertino for the work already done putting this valuable trail in place. I've commuted to work by bicycle from my home in south Los Altos along the Mountain View portion of the Stevens Creek Trail for the past six years, and have been grateful that this option has been available to me. It's so much better than any of the city-street routes I could use.

It's regrettable that there isn't a route available along the length of Stevens Creek. But there's not, so we're going to have to select from the several alternatives identified in the Four Cities Coordinated Stevens Creek Trail Feasibility Study. None of them is ideal but, in my mind, there is a clear best choice. I'll try to explain why I believe that is so.

To determine the best choice, I think we need first to consider who will be using the trail. In my commuting experience, I've encountered other commuting cyclists, family groups of cyclists, children learning to ride; runners and skaters individually, in pairs and larger groups; walking groups of families and friends, young and old, mothers and fathers with toddlers or infants in baby carriages or strollers, people walking their dogs; disabled people on crutches and in wheelchairs... In other words, pretty much every combination of non-motorized traffic you can imagine.

The common need of this diverse group of trail users is a route that is safe, usable and pleasant - safe from automobile and truck traffic; flat enough that it can be used by skaters, strollers, and wheelchairs; and pleasant enough that people are going to want to be there, to escape the noise and hubbub of more developed areas. And, since all of the alternatives are necessarily apart from Stevens Creek, the separation should be minimal. We are, after all, talking about the Stevens Creek Trail.

With these considerations in mind, I will walk through the available options, using Map 8 – Alignment Options Map from the Four Cities Coordinated Stevens Creek Trail Feasibility Study as the reference.

The goal is to get from the current end of the trail at Dale/Heatherstone in Mountain View to the existing Cupertino end on Stevens Creek Boulevard near Phar Lap Drive.

Starting at the right edge of the map, I believe that the two proposed Mary Avenue routes fail the traffic safety, usability and nearness tests. The traffic safety issue is a particular concern where the proposed route along Stevens Creek Boulevard would cross the entrance to and exit from Highway 85. Similar issues exist at the intersections of Mary with Fremont and Homestead. These issues and the commercial developments along the way are at odds with the desired atmosphere of the trail.

Likewise, at the left edge of the map, the Fremont Ave/Grant Road/Foothill Boulevard routes have traffic, hills (can you imagine pushing a baby carriage, much less a wheelchair, up the hill on Stevens Creek Boulevard to Foothill?) and distance working against them.

That leaves Bernardo Avenue, Belleville Avenue and Fallen Leaf Lane as available options between Fremont Avenue and Homestead Road.

The Bernardo route is narrow and inflexible, with the existing sound wall and sidewalk literally cast in concrete. There's lots of cut-through traffic trying to access Highway 85 north at Fremont Avenue. There's school traffic at Cupertino Middle School weekday mornings and afternoons and during school events. And the street serves as a feeder for neighborhood traffic to Highway 85 as well. Also, at least in my opinion, it certainly fails the "pleasant" test. The high sound wall is reminiscent of a prison.

The Belleville Avenue route is somewhat better. But there's still Highway 85 cut-through traffic in both directions, neighborhood traffic and West Valley Elementary School traffic concentrated on this street.

That leaves Fallen Leaf Lane, which in my view is the clear best choice. It meets my criteria for safety, usability, ambiance and proximity to the creek. Of the three options, traffic is much less there. It's less intensively developed. I ride my bicycle there often and find it quite enjoyable.

Unfortunately, as often seems to be the case in Los Altos, there is a vocal contingent of NIMBYs who fear something - noise, undesirable elements in the neighborhood, decreased property values, you name it - and somehow feel that those hypothetical and unproven fears should outweigh the very concrete value to the community that completion of the trail in the best possible alignment will bring.

Further, there are some property owners who have used (usurped?) an easement on their property for their own purposes, and somehow feel that by doing so they have acquired rights over that easement. I find that argument particularly difficult to understand or accept.

Nonetheless, this group is aggressively spreading fear, uncertainty and doubt about this route. For example, many trees along the street have recently had signs posted on them that read "This tree is at risk".

I hope that you will have the strength and common sense to evaluate the benefits of this route as compared to the others (for example, both Bernardo and Belleville also have homeowners to consider) and arrive at what, for the reasons stated above, is the obvious conclusion - that the Fallen Leaf Lane alignment is the best one for this reach of the trail.

Finally, from Homestead to Stevens Creek Boulevard, I would suggest that the Madera/Phar Lap alignment is superior. It's shorter, nearer the creek, less commercial, and provides a grade separation between the trail and the railroad track. The alternate, via Stokes/Dempster/Peninsula, involves a grade-level crossing of the (albeit infrequently used) railroad track, passes through a commercial development, and has a significant hill down Stevens Creek Boulevard to the trail junction.

I realize that my analysis has not included one important factor: cost. But I believe that the correct approach to this, as to any important civic project, is to determine the best outcome, then figure out how to pay for it. The alternative - compromising quality and usability to save a buck - will result in a trail that gets minimal use and thus does not serve its essential purpose. The money spent on the inferior product will have been largely wasted. Surely our prosperous communities should avoid this result.

Thank you for taking the time to consider my opinions.

Best regards,
John W. Semion
Los Altos

Comment #: 805 **Name:** Zoran Dukic
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Do not use Fallen Leaf Lane as part of the Steven Creek Trail!
Comment:

Council and Feasibility decision makers

As a resident of Mountain View I and my family enjoy the Stevens Creek trail. I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf, nor should quiet residential streets in Sunnyvale such as Belleville, all of which portions are between Fremont and Homestead to be used for trail purposes. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Original intent of the trail was to go through nature along the creek.

The SCT should not bring trail users directly into quiet streets noted above. Los Altos especially has been known to be a quite bedroom neighborhood without street lights and sidewalks. Keep it this way.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

Zoran Dukic

Comment #: 806 **Name:** Pravil Gupta
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: SCT Feasibilty Study
Comment:

Hi, my name is Pravil Gupta and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Regards,

Pravil Gupta

Comment #: 807 **Name:** Sumit Sen

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail

Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:

Dale/Heatherstone to Fremont via a new trail followed by bridges and trails across Fremont and to 280. Trails that avoid heavy traffic are more likely to be used by a wide range of people, maximizing the utility and the acceptance of the project.

Thank you for your consideration.

Sincerely,

Sumit Sen

Maranta Ave,

Sunnyvale

Comment #: 808 **Name:** Alex Dukic
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Do not use quite Residential Streets Like Belleville and Fallen Leaf for the Trail
Comment:

Council Members and Feasibility Group

As a resident of Sunnyvale, I and my family enjoy the Stevens Creek trail. I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf, nor should quiet residential streets in Sunnyvale such as Belleville, all of which portions are between Fremont and Homestead to be used for trail purposes. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Original intent of the trail was to go through nature along the creek.

The SCT should not bring trail users directly into quiet streets noted above. Los Altos especially has been known to be a quite bedroom neighborhood without street lights and sidewalks. Keep it this way.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

Alex Dukic

Comment #: 809 **Name:** Marie Dorcich
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Do not use Fallen Leaf Lane as part of the Steven Creek Trail Extension
Comment:

Council Members and Feasibility Group

I have read about the Trail proposal and I would like my thoughts included.

I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf, nor should quiet residential streets in Sunnyvale such as Belleville or Bernardo, all of which portions are between Fremont and Homestead to be used for trail purposes. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. It would be a shame to turn quite streets into mass transit connections such as the parts in Mtn. View used which to not disturb quite streets.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail. Pretending a street is safe like a Trail endangers both people on bikes, walkers on a trail.

I feel strongly that homeowners along Fallen Leaf Lane, who have cared for their front yards now have this trail proposal which would be detrimental to their quite enjoyment of their homes and front yards.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

Marie Dorcich

Comment #: 810 **Name:** Praveen Swadi
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Feedback for SCT suggestions
Comment:

Dear Sir/Madam,

My name is Praveen Swadi and I live with my wife and 2 school going kids on S Bernardo Ave. I am an avid bicyclist and use my bike to commute to San Francisco, via Caltrain, at least 4 days a week. I am happy with current routes that allow me to go to either Mountain View or Sunnyvale caltrain station. In summer, I take my kids to Stevens Creek Trail for bike riding, which they really like. However the proposed changes to S Bernardo Ave between Fremont and Dalles are very unreasonable for people leaving on the street for the following reasons :

Currently there is no parking along the freeway wall. That means only parking we have is along the houses. Any change to the road means either we are going to lose the parking or the street is going to be made one way or both. Any of these are going to cause tremendous headache on a daily basis for people like us living on this road.

Just a month ago, CMS was allowed to get rid of green space along Bernardo to be converted to parking lot. Clearly Sunnyvale council allowed this because there is a need for parking as number of cars to / from CMS has increased in the last year. The CMS school enrollment is at 1400+ kids as of this year and it is slated to grow in coming years. During any concert at school, we see parking all the way upto Dalles and at times passed Dalles up to Cascade. If you decide to get rid of the parking, it is going to be extremely painful for band students to keep walking with their instruments even further.

If you make the street one way, that means housewives who gets out of the house multiple times during the day to drop off and pick up kids and run other errands, will have to drive all the way around the block. There have been a steady stream of cars in the morning from 7:30 to 8am for CMS as well as Homestead High on this road. If you don't believe it, please come by to see how busy the road gets during morning and afternoon. Making the street one way is going to make the already existing congested road even worse.

During the trash collection day, it is going to be tough to have any emergency vehicle access parts of bernardo. With one way street or no parking, there won't be enough space left for emergency vehicles. Also, depending on oneway, the emergency vehicles will have to take the round about way, from Wright Ave.

There are existing routes that work very well with trail. Creating a small patch on bernardo that connects to Stevens Creek Trail on either side (there is no bicycle lane from Remington Drive onwards towards Homestead), I don't understand how this extension will be useful to any one trying to use the trail.

I sincerely hope that you will come to meet us Bernardo residents and hear our side. I am confident that once you visit the site and talk to us and see the actual issues, you will understand our concerns and worry.

Thanks,
Praveen

Praveen Swadi

Comment #: 811 **Name:** Snehal Devani

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Phar Lap neighborhood

Comment:

Hi, my name is Snehal Devani and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Comment #: 812 **Name:** Steven Dorcich
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail - Do not use Fallen Leaf Lane or Louise!
Comment:

Council Members and Feasibility Group

I do not want to see the trail to use quiet streets in Los Altos such as Newcastle, Fallen Leaf. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. It would be a shame to turn quite streets into mass transit connections such as the parts in Mtn. View used which to not disturb quite streets.

I request that streets such as Fremont, Grant and Foothill in Los Altos which have bike lanes be used. They are wide enough to accommodate bike lanes and a trail and will not impact as many front yards as would the above option.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections which are not like a tail. Pretending a street is safe like a Trail endangers both people on bikes, walkers on a trail.

I feel strongly that homeowners along Fallen Leaf Lane, who have cared for their front yards now have this trail proposal which would be detrimental to their quite enjoyment of their homes and front yards. Remove these streets as an option.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Connection of Fremont/Grant/Foothill and under 280 would offer trail users to access Rancho San Antonio before reaching Blackberry Farm.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city by turning residential streets into trails. This is unfair to those that purchased homes along those streets and would negatively impact their home values.

I am an avid biker and runner. I know how to get to the SCT without constructing a trail down quite residential streets. Use the existing bike lanes throughout the city as well as leading trial users to the already-built Mary Bridge.

Steven Dorcich

Comment #: 813 **Name:** Jon Saunders
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Why can't this bad idea wither and die?
Comment:

Honorable Representatives,

The idea of ripping up my neighbors yards in order to combine auto traffic with bicycle/pedestrian traffic, of all ages, is such an ill conceived idea, I'm shocked that it continues as a point of discussion.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Jon Saunders

Comment #: 814 **Name:** Susan Casner-Kay
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: stevens creek bike path
Comment:

I strongly support the construction of a connector trail that links the existing Mountain View and Cupertino segments of the Stevens Creek Trail. Facilitation of bike use improves the traffic options for all of us in this area. Providing a safe path for family activity also improves options for healthy lifestyles.

Of the alignment options presented in the Feasibility Study, I feel the "Connecting to I-280 Overcrossing" should be employed over the "Connecting to Foothill" path for the southern section. For the other (northern) section, my top 3 preferences are as follows:

1. Creek Corridor and Belleville Way option
2. Creek Corridor and Fallen Leaf Lane option
3. Creek Corridor and Bernardo Path option

Thank you,

Susan Casner-Kay

Comment #: 815 **Name:** Shani Kleinhaus
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** Yes
Subject: Environmental groups comments: Stevens Creek Trail Four Cities Joint Feasibility Study
Comment:

Good day,

Please find attached our environmental group comment letter regarding the Stevens Creek Trail Four Cities Joint Feasibility Study

Thank you,

Shani Kleinhaus, Ph.D.

Comment #: 816 **Name:**
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Safe Path for Stevens Creek Trail in Los Altos
Comment:

Honorable Representatives

I have been a resident of Los Altos for 29 years and have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane for all those years. I am seriously concerned with the safety of residents and trail travelers if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. The streets are narrow, particularly as they curve around the circle formed by Louise Lane and Fallen Leaf Lane, producing blind corners. These streets are very narrow and with bind corners as they get around the High Voltage Electric pole structures. Adding additional bicycle and foot traffic to this narrow road will make it dangerous to bicyclists and pedestrians. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to trail traffic and residence. I recommend using safe streets with already marked bicycle lanes such as Mary or Bernardo.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Kiran Mundkur

Comment #: 817 **Name:** Chris Lyon
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Steven's creek trail proposal
Comment:

Hi,

I am the home owner at Townsend Terrace which is right next to Steven's Creek and as such would be right next to the trail extension. I would like to add my comments to the input being gathered for this project.

In general I am supportive of the Steven's Creek trail and think is should be extended to Fremont Avenue (and beyond).

However, I am not clear on all of the proposals that are in play. I am not supportive of the routing down Bernardo option. That street is already very busy and unless you eliminate street parking, adding a lot of bike traffic is going to be very dangerous for all involved.

I would like the trail to follow the creek through the underpass and on to Fremont Street. However I am concerned if the trail passes directly in front of my house at a similar grade as my house. I think that plan would have a negative impact to my family and home. I saw a proposal from Tyson Leistiko (attached to this email as well) and I think this is the best solution for all involved. Keeping the trail on the other side of the creek will enhance the experience for trail users and limit the negative impact to my home, family and property value.

Thank you for gathering the input of the neighborhood.

Chris Lyon

Comment #: 818 **Name:** Rekha Mundkur
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Safety
Comment:

Honorable Representatives,

I have been a resident of Los Altos for 17 years and have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane for all those years. I am seriously concerned with the safety of residents and trail travelers if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. The streets are narrow, particularly as they curve around the circle formed by Louise Lane and Fallen Leaf Lane, producing blind corners. These streets are very narrow and with bind corners as they get around the High Voltage Electric pole structures. Adding additional bicycle and foot traffic to this narrow road will make it dangerous to bicyclists and pedestrians. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to trail traffic and residence. I recommend using safe streets with already marked bicycle lanes such as Mary or Bernardo.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Rekha Mundkur

Comment #: 819 **Name:** Ross Heitkamp

Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No

Subject: Perspectives, comments and preferences on Stevens Creek Trail

Comment:

Dear Joint Cities Working Group,

I submit the following comments as a 30 year resident of Mountain View, now close to the Stevens Creek Trail at Sleeper Avenue, who has worked to expand Stevens Creek Trail for the past 16 years and bring it to my neighborhood. I apologize that this long history leads to a long email of comments and perspective. I have tried to avoid duplicating comments I know you have already heard.

I believe it was 1989 when Mountain View decided to start a feasibility study on building the Stevens Creek Trail -26 years ago. I am starting by mentioning this, not to vent my frustration over how slowly this has gone, but to remind us of the timespan that a feasibility study might last so that we can bear in mind that conditions, demographics, and opinions may all change during that time. Let's be sure we are developing a VISION for the future and that it is complete.

My second opening comment for you is about the practicality and utility of this feasibility study and accompanying recommendations. Mountain View can testify to this. With this as a "plan of record", the cities will be well prepared to seize funding opportunities as they arise. These sources change all the time, so even items that might seem far-fetched may find funding in the future. By having a broad vision established in plan, the cities are prepared to respond quickly and be competitive in seeking the vital funding that will eventually be the metering of trail building.

My Third general comment is on the importance of a COMPLETE trail. Just as a chain is only as strong as its weakest link, so is a bike or pedestrian route only as safe and appealing as its worst sections. Each of these 4 cities have done a great job to expand bicycle and pedestrian facilities, but to date, most of them have been the "low hanging fruit". The difficult parts are now glaring gaps that are quite obvious on bike maps. We MUST start addressing these gaps! Thus, this feasibility study MUST conclude with the best plan possible to close ALL the gaps in this trail with facilities that are universally accessible to those from 8 to 80 years of age.

This study took as ground rules that it would only be "using public land". I urge you not to discount the full width of the Los Altos streets simply because the residents have been borrowing approximately 9 feet on each side of the street. I think this land could provide for a truly wonderful pathway through that neighborhood that would add value to the neighborhood. If this land is not considered for use, Los Altos should formally sell this land to the homeowners at fair market value to reap the money to put elsewhere into useful infrastructure and so that these homeowners start paying the property taxes on the full amount of land they are using.

Now, about the specific alignments within the feasibility study, here are my preferences.

For Study Segment 1, the Creek Alignment is feasible and offers to continue the wonderful creek-side trail we have come to expect. Please do what you can to get this moving forward as quickly as possible, perhaps by separating it out from the rest. The only question is how it would connect to Fremont Ave, but that is likely years away, so plenty of time to adjust that as needed.
For Study Segment 2, I favor the Bernardo Avenue Path since this is the only traffic separated trail identified. This needs further study to address the numerous impacts to the neighborhood and identify ways to mitigate these impacts into positive changes. Grade separated crossings at Fremont and Homestead should be included as important elements of this segment.
For Study Segment 3, I really feel a new crossing of Hwy 280 is needed. The Don Burnett bridge is a great crossing of I-280, but leaves users on the east side of Hwy-85 with only the 9 lane Stevens Creek Blvd available to get back to the creek corridor. That is red on the map for a reason – bikes must be out in-between lanes of traffic traveling over 35 MPH. Similarly, the Foothill Blvd. crossing under I-280 is a 45 MPH road with freeway on and off ramps so is also red on the map for its inherent danger. I could support one of the new bridges proposed, but I feel that further study of the use of the existing dry creek tunnel would be best, in light of new information that Caltrans would consider allowing it. That would be a creek-side trail and would provide additional access to open space within the riparian corridor, all with less altitude change required and fewer privacy concerns compared to a bridge. As well, since none of the current options south of 280 are traffic separated, in the long term, we should include future use of the railroad corridor for a true trail, either after the quarry closes or with a change of attitude within the railroad operations.
A bit beyond the immediate scope of this feasibility study is the topic of access points, but I feel our plan cannot be complete without them. I would like to see them included in the next step of Master Planning. From the broad perspective, we need to remember that in addition to connecting the Stevens Creek Trail (to itself), we need to connect the Stevens Creek Trail to our communities. Access points and routes are the capillaries that work with the arterial trail. More is better, and, again, long, unbroken routes are the most valuable – lowering the bar for more of the population. As well, Sunnyvale and Los Altos each must provide these access routes, lest their citizens be left out.
Additionally, including access routes in the plan could bring funding for improvements to these areas that might not otherwise be available, since Stevens Creek Trail has a reputation of doing well obtaining grants.
There are two specific access items for which I would like to pledge my support. One is the connection already in Mountain View's plan - a bridge across Hwy 85 to Mountain View High School and Bryant Avenue. The value of this is two fold: as a school connection that takes students off the streets busy at the same time with novice student drivers; and as a vital East-West connection between Mountain View and Sunnyvale to allow an alternative to Fremont Avenue – a very dangerous Hwy 85 crossing. Then, further south, a second connection that has never been discussed, to my knowledge, is a creek crossing that would link with the Dalles Overpass of Hwy 85, again providing a mid-way East-West crossing between the busy and dangerous, traffic heavy streets of Fremont and Homestead. Because it requires land, but not a lot, it needs to part of a long-term acquisition plan to get something when it becomes available.
My final comment is a general one about where we are at with the overall process. Due to time and funding, this study has been limited to technical feasibility of the trail. This has been a major source of frustration for the people in the many neighborhoods within the planning area because none of their concerns have been studied yet – so they feel we have not been listening to them. Unfortunately, I do not think we have a package ready for council approval of a route until this additional study is completed.
When Mountain View did their most recent feasibility study, for Reach 4 of the trail, there were not as many technical options to study, so the work may have been more akin to Master Planning. But the study did a wonderful job of investigating every one of the concerns raised by the public and reporting back on them. It also included access points since these are relief points and a significant part of the overall trail network. My hope is that the Joint Cities Working Group can continue to work together through this next phase of addressing public concerns with specific routes since additional city-independent adjustments may be required and for the economy of not needing to separately investigate the same topics.
Thank you for your time - and congratulations for making it to the end.

Ross Heitkamp
Carol Avenue
Mountain View, CA 94040

These are my personal opinions and do not reflect those of the Friends of Stevens Creek Trail (I am on their board of directors) nor of the Citizens Working Group (I serve on it).

Comment #: 820 **Name:** Carol Reinhardt
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: I Support the Position of the Citizens for Responsible Trails
Comment:

Honorable Representatives:

I support the values of the Citizens for Responsible Trails which are the following:

1) Fiscal Responsibility - Judicious allocation of taxpayer funds to public works projects.
2) Utilize Existing Infrastructure - Improve the utility and safety of existing routes and favor existing routes.
3) Minimize New Impact - Minimize impact on neighborhoods not heavily used or studied.

The following are the key recommendations made by this group which I also support:

1) Breathe New Life into Existing Infrastructure - Incorporate existing infrastructure into Trail alignment.
2) Leverage Adjacent Opportunities - Connect with existing projects for increased public benefit and cost savings; e.g., Expressways 2040, Mary Street Space Allocation, City Bike Plans
3) Maximize Positive Externalities - Look beyond traditional trail uses and expand benefits to include commuters, students, shoppers, etc.

This group is NOT anti-trail and DOES want to see the Stevens Creek Trail completed, but in a responsible manner. Therefore, please use existing infrastructure and DO NOT use residential streets (Fallen Leaf Lane, Belleville or Bernardo).

Thank you,
Carol Reinhardt
Askam Lane, Los Altos

Comment #: 822 **Name:** Dolores Gallagher-Thompson
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Fwd: Stevens Creek Trail routes
Comment:

Sorry, I did not mean to omit you from my email! Dolores Gallagher-Thompson

Subject: Stevens Creek Trail routes

Dear Council Members & other concerned parties,

In my opinion, the best choice for extension of the Stevens Creek Trail is NOT to build bike routes on residential streets that do not already have them. Rather, it is to use existing infrastructure, such as bike routes on streets like Fremont, Grant Road, and Mary, and the Mary Avenue bridge, to provide this connection. I believe that these bike routes can be improved and made safer-- without disrupting neighborhoods, costing a great deal of taxpayer money, and posing new safety hazards for potential riders.

Streets such as Fallen Leaf Ln., Bernardo, etc., are not feasible for bike routes due to heavy existing traffic, and the expense of creating & finishing all the details needed to add bicycle lanes. Also, I believe it is a fallacy to think that any of these streets can be turned into a class 1 bike trail- The latter requires open space, and these neighborhoods absolutely do not have that available.

So the question arises: why have we spent so much time and money to date to study the feasibility of these streets when existing routes clearly would suffice? They will provide the necessary connectors. In fact, I have written all of the streets in question on multiple occasions as I am an avid cyclist and have cycled in many parts of the US, not just in the south bay. I am definitely NOT "against" having safe bicycle options for our citizens... What I AM against is spending unnecessary money to create a product that does not solve the problem any better than improvement of existing bicycle routes would do.

Thank you for giving me the opportunity to express my thoughts. I hope they will be helpful in your deliberations on this subject.

Dolores Gallagher-Thompson, PhD
Resident of Los Altos California

Comment #: 823 **Name:** Neeta Malkani

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Trail traffic through our neighborhood

Comment:

Hi, my name is Neeta Malkani and I am a resident of Clearwood Court, the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used
as overflow and convenience parking
for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking
for a designated bike path would aggravate the parking situation.

Homeowners here bought
their homes at premiums for the
desirable cul-de-sac location. A bike
bridge would change the cul-de-sac into a transit route. I doubt the argument
that a bike path will increase property value. It might be true for homes in
vicinity, but I would like to find the buyer who is willing to pay a premium
for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent
flood zone areas are few of
secluded, undisturbed environments for wildlife left in the city, provide
shelter, and are the only way for deer and other wildlife to travel up- and
downstream. I am astonished that California Department of Fish and Wildlife officials
patrol the creek regularly, but there does not seem to be an environmental consideration
for this selection process. To provide a
natural dark environment, street lights are kept to minimum. A dark bike path
is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come
with good intentions and a recent
crime report in Cupertino back that up. While a cyclist was stopped for a
traffic violation, police found burglary tools. The proposed bike bridge over
280 would provide the perfect escape route for criminal intent, especially
after dark.

I respectfully ask the
working group and city council
members to take Phar Lap/Mann Drive off the table and use and improve Foothill
or Mary as designated on-street connecting route to the Cupertino section of
the Stevens Creek Trail.

Thanks

Neeta Malkani

Comment #: 824 **Name:** Vivian Wong
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Concerns about the Stevens Creek Trail proposal
Comment:

I attended the Monday June 8 meeting public input meeting, I am more convinced that the committee is not putting the effort in the right place. Many people raised the concern that the safety of the bicyclist, then the committee should look into and address the bicycling situation on Homestead road near by the Homestead high school first before using the public money for the Stevens Creek Trail connection.

Currently every school days, hundred of kids commute using bicycles to the Homestead high school on Homestead with many cars on the road. Let's ask the question, which situation will impact more people (especially kids)? I am concern the committee is addressing the situation of special interest group and forgotten the real problems currently happening in the city.

Vivian Wong

Comment #: 825 **Name:** Donna and Avi Huber
Date: 6/10/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Comment about the Stevens Creek Trail through Los Altos
Comment:

Honorable Representatives,

Dear Council and committee member,

We have been residents of South Los Altos for ten years. We chose our home carefully, wishing to enjoy the rural, safe atmosphere that South Los Altos provides.

We are perplexed, frustrated and concerned that some council members support Fallen Leaf Lane as an option for a major nature trail.

We are an active family and love being outdoors. We love saying "hello" to all our neighbors as we walk along Fallen Leaf Lane. We love seeing all our senior neighbors taking leisurely walks here. But no one would like seeing packs of bike riders (as they do ride in large groups) shooting down this road. NO ONE wants hundreds of bike riders zooming by their reduced driveways. The "Friends of Stevens Creek trail" who do not live here do not care. But must so many long-term residents make way for their agenda?

Please support look for and support other alternatives that are logical, fiscally responsible, and ecologically friendly by using existing infrastructure:

We ask that you please listen to your constituents. We ask that you please be responsible with our taxpayer money, and do not approve a bike trail / nature trail going through Fallen Leaf Lane and that you consider the other alternatives. The impact of the Stevens Creek Trail going through Fallen Leaf Lane will be so negative for so many residents in so many ways.

Respectfully,

Donna and Avi Huber

Comment #: 826 **Name:** Kristi Waterland
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens creek trail proposals
Comment:

Elected Representatives of the Public

I respectfully add my opposition to the proposed development of Fallenleaf Lane to be integrated into the Stevens Creek Trail project. While it may be legal to infringe upon the street side setbacks in order to create "safe" biking lanes, it would set a terrible presidence and forever alter a beautiful neighborhood in a very negative way.

A perfectly suitable pathway already exists along Fremont Blvd. between Grant and Belleville. It can be further extended to Mary Ave. and then proceed all the way to the existing pedestrian bridge over 280. Landscaped berms can be created to add an additional safety barrier between walkers/bikers and traffic.

Our South Los Altos neighborhood has been heavily impacted in very negative ways of late; numerous home invasions and burglaries (far in excess of the city's average I believe,) increased traffic at excessive speeds, and full scale tour buses to visit "the Jobs House/Apple Garage" to name a few. I know this for a fact because I live next door and have had to chase several offenders off the property and chastise them for invasion of privacy and property. I urge you to consider our quality of life with the same degree of respect you would your own and choose a better option for the trail.

Please remember:

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you for your thoughtful and respectful consideration of these comments, and please find a better solution to the trail than bringing it into our neighborhood.

Kristi Waterland

Comment #: 827 **Name:** Kim Hall
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: SCT Feasibility Study
Comment:

I live in Sunnyvale in the Belleville Way neighborhood.

I have been a resident of Sunnyvale for 22 years and have been involved in the trail discussions for all of these years.

I think that it would be great to have a trail along the creek in this segment as it is in Mt. View, but the reality, as was concluded in 1961 when this idea was first explored and dismissed, is that there is no available land along the creek. Any alignment in this area will be on streets. The advocates for placing the trail here obviously believe that the land along the creek in this area is similar to the land between the creek and Hwy 85 in the Mt. View segment. It is not.

I find it interesting that advocates of riding in a “green” area, "close to nature" have no reservations about removing trees, plants, birds, and other wild life to put down a concrete path.

I believe that the Steven’s Creek Trail/Route can be a huge community asset and serve as a standard for the rest of the Bay Area. I believe that it’s time to use the talent in our community to make the most of what we already have. I believe that as other cities around the world who have very limited space but want to get people out of their cars have done, we need to build safe, divided bike/pedestrian paths in the areas that have already been set aside.

The center of Remington/Knickerbocker/Mary could be converted to a protected, and separated path adding Fly-overs at key intersections.

I believe that the $15,000,000 spent on the beautiful Don Burnett bridge, which was built under the auspices of being a key portion of the Steven’s Creek Trail, should be leveraged and connected to a safe route over Steven’s Creek Blvd.

I would be pleased to see our council members use my tax dollars to leverage the spending on the trail to improve existing infrastructure encouraging a better quality of life in our community by making it safer for our children, safe to bike to local merchants, as was mentioned in the study, and safe to connect to the wonderful trail portions that Cupertino and Mt. View have already created.

If we want a more human and breathable community, we should bring biking out of the shadows of the creek and into the daylight of everyday activity!

Kim Hall
Sunnyvale Resident

Comment #: 828 **Name:** Kathy Ready
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Representatives,

I am writing to inform you that I oppose the Stevens Creek trail running along residential streets for the following reasons:

1. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

2. None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

3. There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Thank you for your time and energy on this project and while I know this can be a difficult process I ask that you take the time to really listen and hear the concerns of the residents. I have lived in Los Altos for 24 years and the Steven's Creek Trail seems to come up about every 5 years. Let's put this to rest!!! The most effective solution is to respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Thank you...

Kathy Ready

Comment #: 829 **Name:** Tom M'Guinness
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

To Whom it may Concern:

I am strongly against the proposed Stevens Creek Trail proposals in Los Altos and will actively work to vote out of office any city counsel member who votes to approve it.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

The Los Alto police are already struggling to combat an unprecedented increase in residential break-ins, and are posting officers at major ingress and egress points of the city. Creating a thoroughfare and endless procession of passers by will simply make it easier for criminals to go unnoticed and get away with break-ins or worse.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Bulldozing the front yards of innocent citizens and turning our quiet/safe neighborhoods into a chaotic mess with a thoroughfare like this is the polar opposite of what our city counsel should be doing to protect and enhance our Los Altos lifestyle. It is a tone-deaf project and would represent a profound and callous disregard for the very people who voted the city counsel into office, and to the environment destroyed in the process.

I urge you to respect and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Sincerely,

Tom M'Guinness

Comment #: 830 **Name:** Anne Ng
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Support for Stevens Creek Trail Feasibility Study
Comment:

Thanks to Mountain View for constructing five much-loved wonderful miles of Stevens Creek Trail over these last 25 years. Thanks to Cupertino for our beautiful one mile of Stevens Creek Trail, constructed over the last 7 years, along with extensive creek restoration. And thanks to all four cities for uniting to fund a Feasibility Study to see how we can close the gap, and especially to Sunnyvale for being lead agency. All three items were very expensive, but well worth it. The Feasibility Study has now answered in detail the questions trail advocates have been asking for years. Please accept the whole study, including options that may appear far-fetched or unpopular now. One never knows how infrastructure and attitudes may change.

The good news is that the Water District and Caltrans will cooperate in extending the trail south along the creek to Fremont Avenue. The engineering will be very challenging and expensive in places, and the creek and wildlife corridor will be adversely impacted by the construction. But that was also true in Cupertino, as the bulldozers attacked the creek corridor in Blackberry Farm, even rerouting the creek. Everyone I know agrees the creek came out ahead in the end. I'm counting on the same here.

The bad news is that the trail cannot follow the creek in many places south from Fremont Avenue to Cupertino's trail starting at Stevens Creek Blvd., with private property on both sides. However, it is feasible to construct a proper off-street path along the Bernardo sound wall from Fremont down to Homestead, and also feasible to build a trail bridge over Fremont joining the trail segments. To fit the trail on Bernardo, Bernardo residents will unfortunately have to give up one street lane, either for parking or one direction of travel. I believe having a landscaped trail across the street will be a sufficient asset to more than compensate for the loss of parking or living on a one-way street.

No such opportunity was found between Homestead and Stevens Creek Blvd. Although the Burnett Bridge provides a delightful way to cross 280, getting to and from it via Homestead and especially Stevens Creek Blvd. over 85 is undesirable for inexperienced cyclists of any age, and a significant detour. I believe a route under 280 via Foothill Blvd. and Stevens Creek Blvd. is even worse. The proposed path under 280 along Foothill could improve that crossing, but then there's the very steep hill on Stevens Creek Blvd. just west of the creek.

As soon as this study has been accepted, I hope Mountain View and Sunnyvale will endorse the creek trail to Fremont Avenue and start the planning process. And I hope Sunnyvale will start a conversation with Bernardo neighbors about a trail along the sound wall. Cupertino can improve Mary Avenue and Stevens Creek Blvd. bike lanes over 85 and wait and see before looking into the Maxine/expensive new bridge/Phar Lap option.

Anne Ng, Cupertino resident, speaking for myself
Citizens Working Group member
Friends of Stevens Creek Trail board member

Comment #: 831 **Name:** Ray Murphy
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for Stevens Creek trail extension
Comment:

I would like to have my support for the trail extension formally recorded. I also would like it formally noted that the route should be a dedicated trail, separate from auto traffic, i.e., not a bike lane on a city street.

Regards,
Ray Murphy

Comment #: 832 **Name:** Bernard Chen
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Support for the SCT extension…
Comment:

Hello,

I wanted to send in my support for the Stevens Creek trail extension. The trail is a valuable part of having a happier, healthier life here in Sunnyvale, and we use it frequently for both recreation and for commuting to work.

I also wanted to say that I think it is very important that we strive to make the entire trail dedicated to non-motor traffic. Given our dense population of families with painfully few dedicated trails, the SCT is an important resource for safe, healthy outdoor recreation for small children.

Thank you for your consideration.
Bernard Chen

Comment #: 833 **Name:** Gregory Ruhf
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Opposed to Fallen Leaf Ln option for the bike trail
Comment:

Esteemed Council members

I am a four year resident and home owner on Louise Ln. I do not wish to have my home encroached upon by a bike trail running just outside my kitchen window.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Regards,
Gregory Ruhf

Louise Ln Los Altos 94024

Comment #: 834 **Name:** Lesley Williams
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Objection to Fallen Leaf Option
Comment:

I live on the corner of Fallen Leaf Lane and Evemarie Ave, in Los Altos and have serious misgivings about the proposed 'trail' along Fallen Leaf.

I believe it is abundantly clear to anyone who has ever visited Fallen Leaf Lane that it is not suited as the site of an extension to the Steven's Creek Trail. The trail is, by definition, a devoted cycle/pedestrian route free from traffic. It is also, given the name, intended to run along Steven's Creek. Fallen Leaf Lane is a residential street devoted to cars and houses. It is incompatible to try to site a trail there. It would be a square peg in a round hole.

I understand that in order to secure the safety of the users of the proposed Fallen Leaf trail it could run down the center of the road and be protected from traffic. This would have the effect of marooning those of us who live on the Evemarie side of the partition. In order to take my children to school I would have to turn drive along Fremont (already heavily congested and the subject of traffic calming investigations) and along Bernardo, instead of through my own neighborhood. I would have to do the same to get to the store. This may seem petty, but I would be cut off from my own neighborhood. My own child, who currently bikes to school along Fallen Leaf, would be boxed in by the trail.

I also understand that in order to widen Fallen Leaf to accommodate the trail a large number of mature trees would be torn down. This seems an unusual step to take in the interests of promoting a healthier lifestyle. Our neighborhood is premised on a rural community, yet this proposal aims to rip that up and pave over it.

I am extremely concerned that the large numbers of driveways to residential homes on Fallen Leaf would lead to safety concerns to the users of this 'trail'. Or are the residents going to be obliged not to access their own properties?

Having ridden the existing trail I am also concerned about the safety of the many runners and walkers who currently use Fallen Leaf and live in the neighborhood. Cyclists on the trail expect to have a clear path, they move quickly and in packs. That is not conducive to a shared thoroughfare such as Fallen Leaf.

There are also noise and crime considerations to take into account.

I believe this proposed 'trail' on Fallen Leaf would irreversibly undermine the quiet, rural, cohesive character of our neighborhood. The residents do not want it and it is clear to everyone that this is an attempt to crowbar a non-sensical scheme into a space that is completely unsuited to the purpose.

I object completely.

Yours sincerely,
Lesley Williams

Evemarie Ave

Comment #: 835 **Name:** Julia Crockett Mannheimer
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens creek trail
Comment:

To the Stevens Creek Trail Committee Members:

Please consider enhancing existing infrastructure to connect the two completed sections of SCT. In addition, I hope you will be conscientious to prioritize plans that are most favored by residents of the communities that will be impacted by any plan under consideration.

Thank you,
Julia Crockett Mannheimer

Tiny keyboard-Please excuse errors and omissions

Comment #: 836 **Name:** Deb Goldeen
Date: 6/10/2015 **Jurisdiction:** Palo Alto **Supplemental Document:** No
Subject: Fallen Leaf Lane
Comment:

I attended the June 8 meeting. I heard a lot of people talk about how awful it would be to have a bike path/trail going down their street. It reminded me of how Palo Alto residents complain about people commuting into Palo Alto to work in one breath and in the next, pitch a fit about the proposed affordable housing being built. The world has a lot of people in it. You can react one of two ways; you can be gracious and try to make intelligence, compassionate decisions about how we can all best live together or you can dig your heals in, pull up the draw bridge and take out your weapons. It is my personal opinion, that the former serves us all a lot better than the latter. Please keep that in mind when you are making your decision about the route of the Stevens Creek Trail. The fully separated trails are a dream come true.

Deb Goldeen

Comment #: 837 **Name:** J Lee
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail Route
Comment:

my family and I live on Belleville and we DO NOT wish the trail to be routed through our street.

Comment #: 838 **Name:** Pazit Bar-Or
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SCT Feasibility Study
Comment:

Dear CWG and JCWT Members,

As a Sunnyvale resident for 29 years, I am asking the CWG and the JCWT to reject the proposed changes. The Stevens Creek Trail can be accessed with the existing street infrastructure and the bridge over highway 280 on Mary Avenue.

I object to adding a pedestrian/bike path on Bernardo Avenue and a greenway on Helena Drive due to the close proximity to the Cupertino Middle School.

Sincerely,

Pazit Bar-Or
Sunnyvale

Comment #: 839 **Name:** Michael Morel
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: My priorities for a safe and reasonable trail
Comment:

Esteemed representatives

It would appear to me that you are not taking into account the wishes and opinions of you people that elected you to office and who expected that you would represent their views.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

I would ask that you ensure that you are listening to the people that elected you, and never assume that you, for some reason, know better. You are representing a community of very smart people with a very low tolerance for activities that appear questionable or driven by reasons other than logic.

Thank you

Michael Morel

Comment #: 840 **Name:** Alice Lee
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: (no subject)
Comment:

Stevens Creek Trail Route
my family and I live on Belleville and we DO NOT wish the trail to be routed through our street.

Comment #: 841 **Name:** Vishal Jain
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: SCT report
Comment:

Hi,

I'm a current resident of Belleville way and a cycling enthusiast.

I read the report on options to make Bernardo one way and put a cycle lane on Belleville.

I believe that is not a good idea and I do not support it.
this does not make sense given the traffic and current congestion (we have an elementary and middle schools, we have Stanford clinic coming on Fremont intersection).
Also there is an existing bike lane on Mary which connects via bridge behind homestead high school.

Please revisit this plan.

thanks

Vishal Jain

Comment #: 842 **Name:** Sinead Murphy
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Fwd: Support for Stevens Creek trail extension
Comment:

I would like to have my support for the trail extension formally recorded. I also would like it formally noted that the route should be a dedicated trail, separate from auto traffic, i.e., not a bike lane on a city street.

Regards,
Sinead Murphy

Comment #: 843 **Name:** David Gustavson
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: (no subject)
Comment:

Dear Representatives:

The Stevens Creek Trail is being marketed to us as a multiuser trail that will permit commuter bikers, young children learning to ride, kids riding to school, mothers pushing strollers, and all types of pedestrians to be safely using it at the same time.

The Trail at its best could not deliver on this promise. Bicyclists do collide with pedestrians and other cyclists, and there have been recent fatalities of this sort. To deliver what proponents are promising, we'd need safety barriers that divide the trail into lanes by speed and type of user. That would require a very wide trail, far wider than anyone is considering.

The Trail may be safer than streets in those areas where it is kept separate from cars. However, where the trail runs on residential streets such a separation is not feasible. On residential streets, it is probably safer not to force all the trail users into a narrow bike lane, but let them spread out depending on the traffic and presence of parked cars etc., in order to keep them from colliding with one another and to keep them from becoming dangerously complacent.

I think it is safer to leave quiet residential streets untouched than to create congestion and a false sense of security by marking them up.

David Gustavson

Comment #: 844 **Name:** Gary Bailey

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Stevens Creek trail feasibility study report

Comment:

Dear Four Cities Team:

Here are my thoughts about placing a trail along Stevens Creek from the end of the Stevens Creek trail in Mountain View at Dale / Heatherstone to Fremont Ave:

There are many reasons why it is not wise to route a trail along Stevens Creek to connect Mountain View and Cupertino trail segments. For the most part the Stevens Creek trail in Mountain View and Cupertino is located where there is enough room to place a trail without severely infringing on the creek, its riparian vegetation, or habitat for terrestrial and aquatic wildlife. It appears that most of those advocating for locating the trail along this section of creek expect the same. They seem not to be aware that it is impossible to place a trail along the proposed section of the creek without significantly degrading the creek and wildlife habitats because of lack of space between the creek bank and the freeway sound wall.

According to page 7 of Mountain View's “Stevens Creek Trail and Wildlife Corridor Feasibility Report” :

“The habitat along Stevens Creek is recognized by the California Department of Fish and Game as a threatened resource. Saltwater marsh and riparian plant and animal communities have been drastically diminished. Of the once bountiful wetlands habitat, only 5% remains. Enhancement and protection of the creek corridor is important to the survival of native plant and animal communities.

The Stevens Creek corridor is one of the few areas in Mountain View providing habitat for wildlife. Many animals live along the creek corridor and many more use the green belt as a thoroughfare to reach different feeding areas without having to contend with traffic on city streets. The creek corridor serves a purpose for animals similar to the one envisioned for commuters.”

And on page 8:

“Urban development has encroached along the creek corridor and valley floor causing the demise of the natural environment. Pockets of remnant forest exist along Stevens Creek and provide the only significant remaining riparian habitat for wildlife in Mountain View.”

On page 34 the report states that locating the trail along this section of creek "would require the removal of significant riparian habitat which is contradictory to the goals of the study."
The recent four cities feasibility report states "NOAA National Marine Fisheries Service has designated Stevens Creek as "critical habitat" for the recovery of Central California Coast steelhead."
For much of the proposed route along the creek, the trail would fill virtually the entire space between the bank and the sound wall. There would no longer be the wildlife corridor described above. There would be no room for any vegetation in these areas.
On page 89 Mountain View's EIR for constructing a trail on Mountain View property along the creek in this area to the Mountain View Los Altos border states "...approximately 74 trees would be removed in order to construct the proposed trail ..." Many of these are heritage trees. As this only considers the stretch to the Los Altos border, there would be many more trees removed to continue the trail to Fremont Ave. along the creek. And of course other riparian vegetation would also have to be removed.
Losing these trees and other vegetation would remove scarce wildlife habitat, likely decimating plant and animal populations. And according to fisheries biologists, the threatened steelhead trout which use the creek need cool water, and they need riparian trees and vegetation to shade the creek and to drop bugs and organic matter to feed the aquatic life in the creek. Losing these trees and the nearby vegetation will severely degrade the habitat for terrestrial and aquatic wildlife, including threatened steelhead trout.
As stated in the new four cities trail feasibility study, there are several points along this section of creek where there is inadequate width to support development of a trail. The study report includes an option to put a trail there in spite of the inadequate width by constructing "an approximately 100 foot structure slab trail on piles with curtain wall" and "an approximately 380 foot structure slab trail on piles." Some, if not all of these piles would have to be below the high water line to support these structures, causing hydraulic shifts and increased erosion nearby. Such piles into the side of the bank, even if above high water, are destructive and require severe bank modification to restore stability. The four cities report also says "Trail segments that are proposed below the top of bank are estimated as poured concrete structures." Concrete and similar materials on the creek banks, and especially below high water lines are not environmentally acceptable. History has shown that armored banks eventually fail and fall into the creek. Heavy equipment in the creek for this construction is not environmentally acceptable. It is not acceptable to try to force a trail into these areas of inadequate width.
The four cities feasibility report mentions a fish ladder downstream of Fremont Ave. I have been told by Santa Clara Valley Water District fisheries biologists that this ladder does not function well in low flows for threatened steelhead trout. I was told that the water district has a long term plan to move the ladder to the west side of the creek because that is the outside of a bend in the creek, where the water is during low flows. This is the side of the creek where the trail is proposed, and there is not much distance to the sound wall at this point. Whether the district has current plans for moving this fish ladder or not, it is important to long term survival of Stevens Creek steelhead trout to avoid placing a trail where it could potentially interfere with this possibility in the future.
Fire Protection: Mountain View's studies for a trail on this section of the creek included a fire protection plan. Mountain View's plan included access along the trail for mobile fire suppression equipment, including water tenders, and the addition of a fire hydrant "at the side of the trail near the existing break in the State Route 85 sound wall on the easterly side of the freeway south of Village Court." During the dry season, vegetation along the creek would be easily ignited and a fire would rapidly spread. A fire in this area would not only destroy the riparian habitat, it would put a multitude of Sunnyvale creekside homes at major risk. I was told sometime back by the Sunnyvale Fire Marshall that if the trees on the creek bank behind my house burned, the heat would likely ignite my house. It is critical that no trail be placed along this section of creek without superior fire protection, including trail width and strength to support fire suppression trucks, and including the recommended fire hydrant. If a trail were to be placed along this section of creek, a fire protection plan must also be developed for the area south of the Mountain View Los Altos border, which was not included in the Mountain View plan.
According to the four cities feasibility report, most of any connection between the existing trails in Mountain View and Cupertino will have to be on streets and sidewalks, so avoiding this section of creek by using streets and sidewalks will not have a significant effect on the character of the connection to the existing trails.

Comment #: 845 **Name:** Ali
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: (no subject)
Comment:

I live on Belleville and we DO NOT wish the trail to be routed through our street.

Sent from my Verizon Wireless 4G LTE smartphone

Comment #: 846 **Name:** Jason Kawamoto
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Adverse Local Impact of the Stevens Creek Trail Connector Route, as Currently Proposed
Comment:

Dear Los Altos Council Members Pepper, Satterlee, Bruins, Mordo, and Prochnow,

While the Stevens Creek Trail Connector is well-intentioned- optimizing resources for bicycle transit and recreation can be beneficial for almost any community- the current proposal to route the connector via Fallen Leaf Lane and Louise Lane will prove disastrous. The proposed route poses grave safety concerns; additionally, proceeding with such an ill-conceived route will disrupt the community atmosphere that Los Altos homeowners enjoy and deserve. It's also particularly wasteful given what's currently available infrastructure-wise: existent larger roads, such as those proposed in the Fremont-Grant-Foothill Expressway route can both better accommodate cyclists and avoid the likely higher costs entailed in pursuing the Fallen Leaf Lane- Louise Lane route.

A primary problem with the current proposed route is the size and trajectory of Louise Lane. While Fallen Leaf Lane is fairly wide and thus has more potential for the necessary infrastructure upgrades required by a trail connector, Louise Lane is much more narrow. Louise Lane also has neither sidewalks nor streetlights, and even with the addition of those and the removal of street parking, it will not likely safely accommodate pedestrians, cyclists and motorists in a trail-connector setting- it's simply too small; and the curving geography of the street would make a connector on this route more dangerous for bicycle riders and pedestrians. Numerous families with young children, as well as elderly people, live on Louise Lane and enjoy walking through the neighborhood, but the curving nature of the street could make it more difficult for bicycle riders to see pedestrians and for motorists to see bicycle riders. This is in direct contrast with other potential routes- Mary Avenue and Grant Road are both wider and much more straight than both Fallen Leaf Lane and Louise Lane, and thus offer far greater visibility and safety for all parties involved.

I've lived on Louise Lane continuously since 2003, but my grandparents purchased the house decades ago- several years after being released from the Japanese-American internment camps. They bought the house because they enjoyed the quiet charm of the neighborhood- it seemed to be relaxing for them. My family continues to enjoy this aspect of the area to this day, as do other families in the neighborhood along Louise Lane and Fallen Leaf Lane- the character and nature of the area is one of its prime selling points, but the proposed route for the connector would completely upend this aspect of the area. Of course, the good of any community as a whole must be prioritized over individual homeowners- my grandparents had another property seized by eminent domain and dealt with it because it's just the way the law works, and change is inevitable with any neighborhood, but to pursue such an illogical route when far more practical and safe alternatives could be designated is foolish. All parties would be poorly served with the currently-proposed route- those who would use the connector would be getting a far more hazardous route and the homeowners along it would see their local community irrevocably altered. Additionally, as the nature of the neighborhood is a prime selling point for houses sold in the area, homeowners along the proposed route, particularly on Louise Lane, where street parking would be eliminated, would likely see a significant reduction in property values. If designation and construction of the connector with its currently-proposed route proceeds, homeowners should at least receive adequate compensation for what would likely amount to significant losses in property values.

Jason Kawamoto

Comment #: 847 **Name:** Rich Carlson
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Please extend the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I am a longtime Sunnyvale resident and avid bicyclist. Now that I have children, I have found a way to share my passion with my family in a safe and enjoyable environment by riding with them on the Stevens Creek Trail.

My family loves the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

I specifically like the Creek Corridor/Bernardo Avenue Path. The more time we're safely separated from traffic, and the more direct the route to the great bike riding in the Cupertino hills, the safer and happier we will be.

Thank you for your consideration.

Sincerely,
Rich Carlson

Comment #: 848 **Name:** James Morales

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Let's complete Stevens Creek Trail now!

Comment:

The City of Sunnyvale has once-in-a-lifetime opportunity to improve the lives of its citizens and create an asset for future generations by partnering with neighboring cities to complete the Stevens Creek trail.

I am writing in support of the completion of the trail and to advocate in the strongest terms for a trail alignment that maximizes separation from vehicle roadways. The portions of the trail that exist today in other cities are family-friendly, suitable for walkers, hikers, and bikers of all ages and skill levels. Sunnyvale should strive to meet that standard.

In the recent past our local population has grown and employment has surged while the resources devoted to traffic enforcement have not kept pace. On the shortest neighborhood trip one routinely encounters speeders, red light runners, and distracted drivers. The combination is extremely dangerous for pedestrians and bikers. The number of deaths and serious injuries is alarming. Trail alignments on roadways are dangerous for experienced riders and not suitable for young or inexperienced riders.

Recently two different bikers were struck and killed and others seriously injured by vehicles just a short distance from the current trail gap. By coincidence I witnessed the aftermath of the two most recent deaths and know one of the seriously injured riders. The cost and effort of a protected alignment pales compared to the monetary, personal, and societal cost of these deaths and injuries.

A off-road alignment creates much needed publicly accessible open space in Sunnyvale. Sunnyvale has a shortage of parks, playing fields, and open space. The reality is worse than the statistics. Sunnyvale parkland per capita is inflated by the Baylands which is lightly used because of its location and seasonal fees.

Many of the arguments against completing the trail and in particular against an off-road alignment or an alignment separated from vehicle traffic do not hold up under examination.

Take for example the argument that a trail will bring in undesirable elements. Bicycle commuters riding to work at Moffett Park office or families out for a evening stroll are hardly undesirable.

The reality is the undeveloped areas where a trail would pass are plagued by undesirable uses today because they are inaccessible to the general citizenry. Venturing into the undeveloped areas proposed for an off-road alignment reveals graffiti, trash, signs of drug use, and homeless encampments. A family-friendly trail will encourage the problem users of these areas to move on.

The area where the trail passes between El Camino and Heatherstone was dirty and dangerous before the trail came through. Now it is pleasant and scenic.

Others will point to decisions of the past and say it's too hard to overcome them. It's never too late to right a wrong. It's never too hard to do the right thing.

I could continue describing the benefits of a trail, in particular an off-road alignment or at least an alignment separated from vehicles. I could continue knocking down the dubious arguments against such alignments.

Instead I will simply say: Have the courage and foresight to support completion of the Stevens Creek Trail with a family-friendly alignment that maximizes separation from vehicle traffic. Future generations will thank you.

Sincerely,

James Morales
A proud Sunnyvale resident, voter, and taxpayer for over 25 years

Comment #: 849 **Name:** Yi'Ou Chen
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: SUPPORT Stevens Creek Trail Extension
Comment:

Hello,

I am writing to support the extension of Stevens Creek Trail.

Given the growing population and traffic congestion in the area, it's important to have a dedicated trail that's separate from auto traffic to keep bike riders safe. I grew up riding bikes to everywhere, but I am afraid of riding bikes in Sunnyvale (even on roads with bike lanes) because more cars on the road nowadays are not driving safely. Several friends and colleagues of mine who rode bike to work/school were sadly involved in accidents.

Besides safety, a dedicated trail would also provide the opportunity to bikers and pedestrians to breathe in fresh area, rather than the exhaust from the traffic. This will encourage a healthy lifestyle in the Sunnyvale neighborhood where people can take a quick ride/walk to get away from the hustle and bustle of city life.

Specifically, I'd like the following proposed trail route:
From Fremont Ave to Homestead Ave

Please approve the trail extension. Thank you for your consideration.

Thank you!

Yi'Ou Chen
Resident of Sunnyvale

Comment #: 850 **Name:** Steve Garrity
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject:
Comment:

I'm Steve Garrity from Sunnyvale. I lived in Mountain View for 20 years, and watched the Stevens Creek Trail get built there. I've now been in Sunnyvale for 12 years and look forward to seeing the Trail continued through Sunnyvale and beyond. The Trail is a local and regional asset that accomplishes many worthy goals, including recreation, non-auto commuting and transport, wildlife appreciation, and neighborhood connectivity, all while helping to protect our environment. It also adds to our open space, something in short supply in the immediate area and yet so desirable in all our communities. As a multi-use corridor, it promotes safe transportation for all ages and experience levels free from the traffic and congestion prevalent in the region, very prominent concerns in our community. Extending the trail is a wise investment in our future that enhances our community, providing a safe corridor away from the streets, enabling appreciation of the environment, and linking users to community resources and infrastructure. Extending the Trail beyond the excellent segment in Mountain View should be a priority for the Four Cities. Opportunities to improve the quality of life in this manner are rare. Let's take it. A good next step is to start developing a master plan for the Creek Corridor/Bernardo Avenue Path alignment discussed in the Four Cities Feasibility Study.

Steve Garrity

Comment #: 851 **Name:** Michael Eiger
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: No Class 1 Trail Connector!
Comment:

Honorable Council Members

My name is Michael Eiger. I live at Fallen Leaf Lane in Los Altos. My family and I have lived here since 1996 and chose this area because of the quiet, semi-rural attributes of the neighborhood and proximity to good schools. On a beautiful Saturday morning in April, my 10 year old son, Alex and I set out on bicycle to visit the boat house at Shoreline. We bicycled down Fallen Leaf to Fremont, crossed the road and continued on Fremont to Truman, took Truman to Bryant and weaved our way to Sleeper ave where we got on the Stevens Creek Trail. We then enjoyed a class 1 trail experience through the scenic open space areas in Mountain View, crossing the major through fares of El Camino, 237, Evelyn and 101 on the bridges that separate trail users from cars and intersections. We had a wonderful time and enjoyed both the Class 1 experience as well as the residential street portion of our journey.

My position is very clear. If open space bordered Stevens Creek all the way between Sleeper Ave and Blackberry Farm, a class 1 trail experience would be viable and welcome. The fact is, however, that there is no open space in Los Altos and Sunnyvale between Fremont Road and Stevens Creek Blvd. Any type of a Class 1 trail experience in this area is just not possible. I thoroughly support the Citizens for Responsible Trail Platform which encourages responsible improvements to our community thoroughfares provided they are:

- Fiscally Responsible
- Utilize existing Infrastructure
- Minimize impact to neighborhoods
- Improve resident safety

I additionally would like to ensure that you consider the following points in the assessment of the Stevens Creek Trail Feasibility Study that was recently published:

- None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

- None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

- There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

- Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

- Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

In summary, converting any residential streets in Los Altos, Sunnyvale or Cupertino into a class 1 trail experience would require much cost, would increase safety risks and dramatically change the character of our residential neighborhoods. As Alex and I demonstrated in our adventure last month, we can have a wonderful bicycle ride and trail experience today, utilizing existing bike paths and infrastructure.

Thank you for your careful attention of the points raised in this statement.

Regards,

Michael Eiger

Proud and Concerned Los Altos Resident

Comment #: 852 **Name:** Iztok Marjanovic
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:**
Subject: support for the trail extension project
Comment:

Hi,
I'd like to add my support for the trail extension project. I live in the Cherry Chase neighborhood. I

I use the current trail to go to Cuesta Park (I cross hwy 85 at Heatherstone. aside: there needs to be a safer way to cross Grant Rd at Cuesta Park area. It's ridiculous now, it has a bike ramp but no crosswalk) and to go to downtown Mt View and beyond.

I bike all the time, have lived in this area for 20+ years, and if the trail would extend south I would use it to access Rancho San Antonio and Fremont Older and Montebello if possible.

Whatever you do, for it to be successful, consider that it needs to work for parents with their small children. I see a lot of parents with their small kids on the bike path now.

Here is a summary of some of the areas that I bike that I don't particularly like now:

* going under 85 at Fremont. My friend from NYC was scared, and she rides in NYC! I would ride with my daughter to the Woodland library or Rancho IF this section was avoidable.
* crossing Grant Rd to get to Cuesta Park.
* going down Bernardo from Remington to Fremont isn't awful, but it could be a bit better. I always take Belleville or Fallen Leaf instead.
* Homestead around Trader Joe's. I see lots of activity, people on phones driving out of the parking lot.
* Grant Rd near Foothill - would like a wider bike lane
* Foothill from Homestead up to the cement plant during the week days for obvious reasons: diesel exhaust and big-truck danger
* All of Mary, especially where the lanes go from two to one or where there is no bike lane.
* All of Bernardo simply because it is too narrow, but the visibility is good.

Thanks,
Iztok Marjanovic

Comment #: 853 **Name:** Hongxia Chen
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Ladies, Gentlemen, and honorable council members,

My name is Hongxia Chen.

I have lived in Sunnyvale for over 10 years and my kids attended Cherry Chase Elementary, Sunnyvale Middle, and will go to Homestead High. I support for the proposed Stevens Creek trail extension in the South Bay.

There are a lot of benefits of a safe and friendly trail. I just want to point out that a lot of kids ride bikes to and from school. Currently they are riding on streets which are very accident prone. It would be nice to have a trail route that is safe for them.

Thank you.

Hongxia

Comment #: 854 **Name:** Jared Goor

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: In support of the Stevens Creek Trail

Comment:

Hello, in reference to the current feasibility study I'd like to add my voice to the support of the trail and its extension. In particular, having the space well isolated from cross traffic and vehicles is key to how safe the trail feels. My family and I have enjoyed the trail for years and were ecstatic when the Heatherstone addition opened, making it so that we no longer had to cross El Camino to reach the trail. Let's keep this up, the trail gets heavy use and is a credit to our community.

Jared Goor, Sunnyvale, CA

Comment #: 855 **Name:** Kathleen Virmani

Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: Stevens Creek Extension through Sunnyvale

Comment:

Dear Stevens Creek Feasibility Study People:

I respectfully submit the following lists of what I do not want, what I would support, and a summary of what I have said in the lists. Thank you for reading it all. .

WHAT I DO NOT WANT:

1. I DO NOT WANT an “official trail" which uses any streets in our Belleville neighborhood including Belleville Way, The Dalles Ave., Bedford Ave, Ashcroft Way or any other street in our neighborhood.

A "trail" here would be UNSAFE no matter what "improvements" are made. Since there are only TWO entrances and exits into and out of our neighborhood, ONE ON EACH END OF BELLEVILLE, having our streets used for lots of bikers and hikers would not allow emergency vehicles - or us - easy access into and out of our neighborhood. When the new Stanford Medical Offices open, the access will be even more limited. Bikers' safety would be jeopardized by vehicles entering and exiting driveways. As you know Belleville Way. and both the Fremont and Homestead ends of Belleville Way are already impacted by vehicles (often speeding) dropping off and picking up kids at West Valley Elementary. Children's safety would be jeopardized by added traffic caused by bicycles. Kids who bike to and from school as well as adults out for a ride would have to be careful of trail-bikers and adults speeding to get to work or to drop children off at schools.

I live at the intersection of Belleville Way and The Dalles. I have recently put over $40,000 into converting my yard to a lovely native garden for drought tolerance. I work very hard to keep it looking beautiful and now deserve to enjoy it Bicycles whizzing by would not allow that to happen. Even now there are few times when I can enjoy being in the garden without some mower or leaf-blower making unbearable noises and smells. I do not want a stream of bikers going by, especially not on weekends when there is less noise from hwy 85 and leaf blowers and I get a chance for some peace. We have the noise of an ever-expanding Hwy 85. Isn't that enough?

2. I DO NOT WANT a "trail" using our neighbors' streets to the North and South of us, namely Bernardo and Fallen Leaf Lane. Putting a "trail" on Bernardo has the same safety and congestion issues as Belleville with Cupertino Middle School traffic. Putting a "trail' on Fallen Leaf could mean removing over 50 mature trees and would destroy that street's unique rural look.

3. I DO NOT WANT any mature trees to be removed anywhere

4. I DO NOT WANT ANY NEW CONSTRUCTION WHEN EXISTING INFRASTRUCTURE CAN BE USED OR IMPROVED for safety and beauty. No matter how much money is available, that would be wasteful of our Earth’s resources.

I WOULD SUPPORT THE FOLLOWING:

1. An option which would not affect small neighborhoods such as ours. One option is ROUTING A "TRAIL" DOWN MARY AVE. which already has bike lanes, and over the VERY EXPENSIVE Mary Ave. bridge which was built EXPRESSLY FOR THE PURPOSE of trail extension. Another option would be ROUTING IT DOWN FREMONT AVE TO GRANT ROAD.. There is already a bike trail on FREMONT AVENUE. which provides a more natural environment and could be used for this route.

2. USE EXISTING BIKE PATH ROUTES and focus on making those existing routes safer for ALL riders and pedestrians. In other words, invest in the enhancement of existing infrastructure before investing in new infrastructure.

3. SPEND MONEY WHERE IT WILL PROVIDE THE MOST BENEFIT FOR THE MOST POEPLE. Please spend money on the trail connections from Fremont to Homestead and beyond which would make those connections (not "trails") safer for pedestrians and bikers. Signs for directing bikers to various connections would be essential. The bike paths on Homestead Rd between Belleville and Trader Joe's is an example of money well spent on enhancing safety for both pedestrians and bikers.

4. USE THE MARY AVENUE BRIDGE AS A CONNECTION TO STEVENS CREEK. Building another bridge over hwy 280 is an example of BAD use of resources and money. The Mary Ave bridge can connect to Stevens Creek and maybe a flyover can be made over Stevens Crk which would benefit students of DeAnza as well bikers connecting to Blackberry Farm. I understand there is a roadway beside hwy 85 on the De Anza side of Stevens Crk Blvd. which could be used to get to McClellen which then could be a way to get to Blackberry Farm. Talking with the new owners of the Oaks Shopping Center could yield some cooperation regarding the use of the property paralleling hwy 85 on that side of Stevens Crk

IN SUMMARY:

1. ELIMINATE all routes that would NEGATIVELY IMPACT existing small neighborhoods and create serious safety issues such as the WEST VALLEY ELEMENTARY NEIGHBORHOOD (Belleville Way), and the CUPERTINO MIDDLE SCHOOL NEIGHBORHOOD (Bernardo Ave). The wonderful people living in these neighborhoods have suffered for 2 years with the thought of their neighborhoods' integrity being threatened. PLEASE ELIMINATE THESE NEIGHBORHOOD ROUTES NOW! Do not wait until December 15th.

2. Consider using either the Mary Ave option, routing over the Mary Ave bridge as outlined above, or the Fremont Ave to Grant Road option using Foothill Blvd with improvements to make that route safe for bikers and pedestrians. My choice is for the Mary Ave option with improving the safety of that route.

3. SPEND MONEY ON WHAT ALREADY EXISTS and on those improvements and enhancements which will benefit the most people. Consider conservative use of our Earth's resources. DO NOT REMOVE existing TREES ! ! !

Your's sincerely,

Kathleen Virmani

Comment #: 856 **Name:** Jeff & Annie Moyer
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

I would like to provide feedback on the current proposals for the Stevens Creek trail. I understand there may be different routes under consideration going through existing quiet neighborhoods, but I do not think any of these make sense. The only logical route would be to use Mary Ave. This used to be a four lane road, now reduced to two so there is plenty of room for a dedicated bike lane. This also connects directly to the Mary Ave bridge. I strongly encourage the city council to make a fiscally responsible decision that utilizes the current bridge, does not impact quiet neighborhoods, and utilize the existing space on Mary Ave.

Thank you for your consideration,

Jeff & Annie Moyer

Comment #: 857 **Name:** Sharon Rauenzahn
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail thoughts
Comment:

Hello,

I live on Wright Ave., south of Fremont Ave., in Sunnyvale. I've been hearing a lot of back and forth about the Stevens Creek Trail, with some saying it must stay close to the creek, no matter what, others saying it should go along Bernardo, others advocating for Mary Ave.

What I haven't heard anyone propose is running it along Fremont Ave. We have a wider, quieter street than Bernardo, it's not as far from the trail as Mary (by a long block), there's not a huge amount of traffic. Some of our street doesn't even have finished sidewalks anyways, so putting in a finished trail could be nice. Maybe it would be impossible because of cross streets and cul-de-sacs people need to get cars out of, but I thought I would bring it up as an option.....

--Sharon R.,
Sunnyvale

Comment #: 858 **Name:** Jenna and David Moore
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear City Council Members and Trail Advocates,

My husband and I strongly oppose the proposition to incorporate Fallen Leaf Lane into the Stevens Creek Trail. Our reasons are as follows:

- There are countless driveways and sharp curves along are street which could prove hazardous for any pedestrian or biker. We have already experienced numerous close calls pulling out of our driveway due to restricted visibility. Increased foot and bike traffic would escalate the chances of a life threatening accident.

-Running a trail along our street would drastically disrupt our quiet and charming neighborhood. Increased foot and bike traffic would lend a more urban vibe and would jeopardize our privacy. More exposure could also play a part in soaring crime rates, which I'm sure you're aware are already on the rise.

-The trail committee should not look for new areas to frivolously spend money but rather should allocate funds toward repairing and fortifying existing trail infrastructure.

Lastly, we would like to stress that the best place for a trail is NOT along a residential street but rather in nature! Trail users should be admiring vegetation, NOT peering into people's living rooms!

Please seriously consider the negative impact of Stevens Creek Trail being imposed upon the residents of Fallen Leaf Lane.

Thank you for your time.

Jenna and David Moore

Comment #: 859 **Name:** Nick Saleh
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: (no subject)
Comment:

My name is Nick Saleh, from CT asking for additional week (June 17, 2015) for CT comments.

Thanks
NS

Comment #: 860 **Name:** Grace Siu
Date: 6/10/2015 **Jurisdiction:** South Los Altos **Supplemental Document:** No
Subject: Comments on the Stevens Creek Trail Feasibility Study
Comment:

Dear Stevens Creek Trail Joint Cities Team,

A new $15M bridge is wasteful when the Mary bridge over 280 will work. We should minimize new impact and get maximum use of existing infrastructure, routes, and connectors to bridges where impacts are well understood.

In fact, none of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not nature. Furthermore, none of the 'feasible' residential streets are safe for a trail. There are too many driveways and intersections. Pretending a street is safe like a trail endangers everyone.

Putting a trail on residential streets disrupts neighborhoods. Please do not change the character of the city which we chose when we bought our home here.

I hope our elected city representatives will truly represent us, and not work for the special interest groups.

Sincerely,
Grace Siu
South Los Altos Resident

Comment #: 861 **Name:** Sharon Koay
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail Feedback
Comment:

Dear Representatives,

I am a homeowner on one of the proposed residential street routes from Fremont to Homestead. Although the trail is a nice concept for the portion of the community (who may or may not live in Sunnyvale) who may use it intermittently, I think that significantly negatively impacting Sunnyvale homeowners on a daily basis to do so simply isn't right either. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear. I believe that should be a way to continue the trail without impacting residential streets including using existing infrastructure which would also be more fiscally responsible. There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

As I live on S. Bernardo Ave, I have experienced substantial traffic coming from both Cupertino Middle School and South Peninsula Hebrew Day School. Making S. Bernardo a one-way lane would increase that congestion exponentially. Taking away the street parking simply wouldn't be feasible either. To be clear, I do not support a linear park on S. Bernardo.

When we moved into the neighborhood, we would not have considered this home had S. Bernardo Ave been a one-way street. We were looking for a place where we could easily and safely back out of our driveway without too much concern. Proposed changes would impact that. None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. Additionally, putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Rightly or wrongly, part of me feels that this route is so heavily favored because we have an 85 sound wall on one side of the street and have half the number of residents to protest this change. So please keep that in mind during consideration, perhaps even consider S. Bernardo residents opinions as weighted as double since we need to represent the counterparts we don't have across the street.

Thanks for reading and considering my concerns regarding the proposed Stevens Creek Trail Sunnyvale routes.

Sharon Koay

S. Bernardo Ave, Sunnyvale

Comment #: 862 **Name:** Rami Rubin
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Phar Lap Bike Path
Comment:

Greetings,

I am a homeowner on Phar Lap Drive in Cupertino. I'm worried about safety - backing out of my driveway with bicycles zipping by on the proposed trail, and pedestrians walking past.

This proposal is likely to be a cause for a terrible accident.

Rami Rubin

Comment #: 863 **Name:** Kathleen Cordova
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: SCT Class 1 route along railroad tracks in Cupertino? Los Altos, Fremont, Open Space, Dale Heatherstone, Mt. View Portion???
Comment:

Hi All,

An e-mail sent today from Cupertino, " there is no recent report that concludes that the Union Pacific Railroad is considered infeasible." This begs the question, then why hasn't the option been explored for routing class 1 trail, along side and protected from an active railroad (that only) runs 2x a week, 1 x in the early morning 3-4 a.m. hours. If the trail alongside a rail could be completed for the extension of the SCT from Los Gatos trails, through Saratoga, Cupertino behind Bubb Rd (right by Apple and other companies) crossing at the Monte Vista/Stevens Creek Blvd railroad crossing by the Post office, thus missing the 85/on/off routes at Stevens Creek Blvd to a possible flyover bridge over Foothill Blvd and past the 280/on/off ramps to Los Altos, Grant Rd, Fremont, Mt. View Open space to Dale/Heatherstone to the Mt. View portion of the SCT.

This does not preclude connectivity for Safe Routes for Schools in Sunnyvale and Cupertino, to reach retail venues and recreation. A class 1 trail along the rail would provide easy access to Rancho and then to the neighborhood streets that already feed into Blackberry Farm, McClellan Ranch and the Cupertino Foothills. A second extension of the SCT could also route through Sunnyvale and Cupertino. A SCT route for connectivity could run along main thoroughfares with already existing bike lanes and upgrade them with cost effective linear barriers. Thus allowing for safe routes to schools in Sunnyvale, over the Mary Ave/Don Burnett Bridge to meet up with the unanimously approved, but never implemented, 2011 Cupertino Bike Plan to DeAnza College, widening the DeAnza Perimeter Rd (also known as DeAnza Parkway) to McClellan and schools in Cupertino. For residents to reach retail venues and also access the Cupertino Foothills and trail along the rail to Saratoga and Los Gatos.

https://www.google.com/maps/d/viewer?mid=zl478WC1Y_C0.ktXn0mMp_Zlk&hl=en

https://www.railstotrails.org/resourcehandler.ashx?id=2982

Stevens Creek Blvd crossing on Monte Vista Side

Comment #: 864 **Name:** Ralph Durham
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Response to Trail study
Comment:

All,

Stevens Creek Trail

Once again we are at a crossroads for this great project. A great opportunity was missed over a decade ago by Sunnyvale, Cupertino, and Los Altos. Mtn. View took up the challenge and the reward is a very nice trail from Sleeper Ave. all the way to the Bay Trail.

So here we are with the same question as before. Can we create infrastructure to serve the various needs of people in this four city area and beyond? Or will we retreat and proceed with less than half measures or end up with nothing in the area for people for decades to come.

The trail proposal has my support. The absolute minimum is to get to Homestead. The best way is to finish the route along the creek to Fremont Street, have a bridge to allow people to safely cross this busy intersection, and then proceed up a separated 'trail' lane up Bernardo to Homestead.

Options suggested by others don't meet the test for a multi-use trail. The concept of reducing the trail to a bike lane on Remington, Fremont, and Mary are ludicrous at face value. If we have a trail for many types of users a bike lane doesn't pass muster. I have used a few of the trails, including Stevens Creek, some for the past years. I'm not a regular trail user. I don't like to compete with other types of users when I'm trying to get somewhere on my bike and I generally don't go in the direction the creek trails go. When I am on the trails I notice the numbers of commuters early in the day and in the evenings, the numbers of joggers, couples and groups walking, people shepherding children in strollers and on bikes.

Those people are not going to use a 'trail' that is a bike lane. If they would you would see them there today and you don't.

Bernardo, although it will be an on street component is an ideal location. Since there is the sound wall for Hwy 85 there is no cross traffic to contend with for users. One full lane can be used for the trail with a barricade which could include plantings to buffer the trail from the houses and increase privacy. If this road is turned into a one way street you could reduce cut through traffic from the school at the Homestead end thus making life better for the residents who live on the street. In fact it could be one way from Fremont to the Dalles and the other way from Homestead to the Dalles with a an island blocking through traffic. On street parking may have to be sacrificed. Parking on the road is the lowest use of this expensive real estate. All houses have 4 spaces.

I haven't studied the routes past Homestead to the south however a second bridge over 280 to get easily to the Cuppertino, Black Berry farm portion would be great. The further this trail extends the less need for trail head design to accommodate visitor parking for users a distance away.

Thank you for your consideration. I want a real trail not a bike lane on major streets. The safety of our community depends on not having to walk and ride immediately next to speeding vehicles.

Ralph Durham

Comment #: 865 **Name:** Scott Thurm

Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No

Subject: Comment on Stevens Creek Trail study

Comment:

My family lives on Fallen Leaf Lane, one of the potential routes for the trail. I ride the trail sometimes and don't want to appear to be a "Not in My Backyard" critic. Based on what I know now, I don't think I would oppose painting a bike lane on our existing street. But I would strenuously object to a proposal to take 9 feet of our property to widen the street and create a bikeway. First off, I don't think it would be a wise use of the cities' money to pay landowners for that property (which I assume the cities would have to do even under eminent domain). Second, I have ridden portions of the trail that are now on city streets (the area between Mountain View High School and the start of the paved trail), and consider them both viable as bike routes and safe. If the trail must go down Fallen Leaf, that seems a perfectly acceptable alternative.

Please don't hesitate to contact me with questions. I look forward to the next stage in the process.

Scott

Scott Thurm

Comment #: 866 **Name:** Bruce England
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** Yes
Subject: MVCSP commenting on Stevens Creek Trail extension
Comment:

(formal copy of letter attached)

Mountain View Coalition for Sustainable Planning
Mountain View, CA 94041

June 10, 2015
Re: Support for extending the Stevens Creek Trail
Dear Working Group members, Council members, and Staff:

The Mountain View Coalition for Sustainable Planning (MVCSP) would like to express our support for extending the Stevens Creek Trail beyond its current stopping point south of Fremont Avenue to connect with the part of the trail that already exists south of Stevens Creek Boulevard.

The Stevens Creek Trail will serve the region optimally to the extent that it interconnects communities in the area. In the same way that road systems allow those driving to travel across distances without concern that the roads end at city limits, trails allow those walking and biking to enjoy the same convenience. It is this feature that is most important and essential through the proposed extension work.

We understand the concerns expressed about extending the trail. These concerns were raised also when the trail was established in Mountain View, and these concerns mostly or entirely abated once the trail was in place. As it exists today, it is widely viewed as a valuable asset for the city, both by those who use it frequently or only occasionally. Even for those who do not use the trail, it is something they can be proud of in their home town. It also helps to shift travel to walking and bicycling and to encourage people to leave their cars at home more often than they might otherwise. This shift improves health for those using the trails and for all through reduced greenhouse-gas emissions in the region.

For the extension design, we favor what the Friends of the Stevens Creek Trail supports, which includes:

- An initial extension from the trail's current stopping point south to Fremont Avenue along the creek (similar to how much of the trail exists in Mountain View today)
- A bridge over Fremont Avenue to connect the trail to Bernardo Avenue
- A dedicated, separated bicycle path on Bernardo between Fremont and Homestead Road with sidewalks retained for pedestrian needs
- Use of existing streets between Bernardo and Stevens Creek Boulevard where the trail could connect to the existing trail at that point in Cupertino

We do thank you for the work you are doing on this project, and we look forward to the outcome of the project trusting that it will result in the extension that many of us in the community are anticipating.

Thank you for the opportunity to comment.

Sincerely,

Bruce England
on behalf of the Mountain View Coalition for Sustainable Planning

About Mountain View Coalition for Sustainable Planning
The Mountain View Coalition for Sustainable Planning is a group of local volunteers—comprised of over 70 members—dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

Comment #: 867 **Name:** Los Altos Residents
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Comments on the SCT Feasibility Study
Comment:

10 June 2015

Dear 2015 Steven's Creek Trail Feasibility Study Committee:

We are writing in opposition to extending the Steven's Creek Trail (SCT) on residential streets in general, and on Fallen Leaf/Newcastle in particular. It is unfortunate that there is not adequate undeveloped land to finish the trail.

Forcing the "trail" into residential neighborhoods, with cars, driveways, young children (who play games in their front yards, or momentarily escape the attention of adults), and the elderly creates unwelcome and unwanted risks for all. The "residential" option is not in keeping with the trail's charter.

During Monday's community meeting at the Mountain View Senior Center (Monday June 8th), an official spokesperson from Google Inc., outlined the company's plans to increase bike ridership from the current 500/day to 2,000/day by incentivizing employees to bike to work, in what was described as a planned effort to "expand a major transportation corridor."

Such material fact should be incorporated into the Study's planning and findings, and the Committee should address the needs and problems arising from the expanding bicycle commute.

This segment of the "trail" would primarily be a connector and transportation corridor. While increasing bicycle riding may be an admirable cause, it does not belong on quiet, residential streets such as Fallen Leaf Lane or Newcastle.

Rather than belabor the point, suffice it to say please keep your "major transportation corridors" off residential streets.

Sincerely,
Names withheld by request
Los Altos Residents

Comment #: 868 **Name:** Susan Fredrickson
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

My husband and I live in the Belleville neighborhood although not directly on Belleville. I have followed with interest the debate on the Stevens Creek Trail extension options between Cupertino and Mountain View.

I do not believe the problems of safety to both residents and trail users, impacts to the schools (West Valley and Cupertino Middle School) and the costs of a second bridge over 280 as well as making improvement to streets engineered only for neighborhood traffic make either Bernardo, Belleville or Fallen Leaf a feasible solution to the connection between Homestead and Fremont Ave. I wholeheartedly agree that the most fiscally responsible and safest solution is to use the existing Mary Ave bridge and make needed improvements to Mary Ave, Remington and other streets that are wide enough to more safely accommodate the additional traffic or to pursue another similar option using existing bike lane streets and existing over/undercrossings to 280.

Thank you for you consideration.

Susan Fredrickson

Comment #: 869 **Name:** Julie B. Lovins
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: Comments on Stevens Creek Trail Extension Feasibility Study
Comment:

Dear Working Group members, Councilmembers, and Staff:

I am lucky enough to live near several access points for the Stevens Creek Trail and know how much and why it is prized as a major enhancement to our local quality of life. It provides an easy way to get between here and there, as well as unduplicatable recreation opportunities. Friends use it to commute to work in North Bayshore, improving their health and preventing more air pollution. Mountain View realtors regularly list "near Stevens Creek Trail!" as one of the most important positive features of properties they are selling. Clearly any local concerns about the trail running through Mountain View have long since evaporated.

In the work on a Master Plan for the several-mile gap in the trail that we need to fill south of Mountain View, I hope that priority will be given to providing something as close to the current Mountain View experience as possible, a bicycle/pedestrian trail in a natural setting and therefore a safe, relatively quiet setting for those using it, including children. There are 16 K-12 schools near this segment, and this could be the best possible way for these students to get to school. Certainly we cannot expect schoolchildren to mingle with cars and trucks on busy streets. Bike paths (plus walking paths) on slower streets should work well where it is necessary to diverge from a creek alignment. I would love to live on a street that had good space for bicycles as well as for cars, and am sure that this would lead to less car traffic.

The Stevens Creek Trail is an amazingly inexpensive way to make a major improvement in our transportation network, compared to the cost of building roads and the additional cost of the noise and pollution that accompanies their use. Having a new way to access not just another 16 schools but 13 parks, DeAnza College, and two major regional trails, is an incredible opportunity. Commuters south of this "gap" in the trail will also be newly empowered to change their commute to biking-to-transit, if not biking-to-work, leaving their cars at home completely.

Thank you very much for taking my views into account.

Sincerely,

Julie B. Lovins
California Street, Mountain View

Comment #: 870 **Name:** George Cline
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Study Report
Comment:

Study Committee, Los Altos Council Members

The chosen trail route should use the existing Mary Ave bridge to cross I-280.
The chosen route should take the most direct route from the trail end in Mt View
to the Mary Ave bridge; i.e., across the existing pedestrian bridge over I-85
onto Sunnyvale streets to Mary Ave.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

We must minimize the cost of this project by using the existing bridges-not duplicating them with new costly structures !! This trail extension must not utilize neighborhood residential streets to protect the safety of both residents and trail users and the privacy of the residents.

In particular, do not use Fallen Leaf Lane in Los Altos for this trail extension. Fallen Leaf Lane already attracts too much vehicle traffic from people traveling between Fremont Rd and Homestead Rd.

George Cline

Comment #: 871 **Name:** AJ Keval
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail…
Comment:

Being a long time resident of Cupertino (last 16 years) and Sunnyvale (previous 15 years), we have seen significant changes in our area, but one constant has been the rural look and feel of our neighborhood - Homestead villas. The reason we moved to this neighborhood was it's charm AND the no through fare traffic. There is a proposal on the table that has a bridge being built just in front of our home on Caroline Drive. We are absolutely against this approach and we would like the committee to consider using an existing bridge off Mary (over 280) or foothill expressway. Please don't ruin our neighborhood!

AJ Keval

Comment #: 872 **Name:** Betty Prokey
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Trail through Somerset West Subdivision on Dempster Ave
Comment:

Hello,
Thank you for accepting comments. There are two better options for the trial site in Cupertino.
1. Build a fence to separate the train tracks from the trail. People already run., walk, bike next to the train tracks. If the Railroad is concerned with possible suicides, a fence would separate users form the tacks. Only 1 train a day goes either up or down the tracks, and not every day. (our home backs up to the tracks).
2. Move the trail to use the Mary Avenue existing bridge over 280. Save the money for another area of the trail upgrades. Moving it to Mary Avenue would also increase business to the Oask shopping center and other nearby businesses along Stevens Creek Blvd.
Against using Dempster Ave is the change to allow parking on only one side of the street. Anyone driving down Dempster Ave after 6:00PM will notice that almost every home has at least one car, if not two parked in front of their home. Where will trail users park their car? Peninsula Avenue is already no parking on one side. Again after 6:00 PM parking space is very limited, if existent at all. Friday and Saturday nights show an even greater influx of cars from Paul & Eddie's Bar patrons along Peninsula Avenue.
As a forty three year resident of Cupertino and my current home, I feel consideration should be given to the needs of the local neighborhood residents.
Move the trail to Mary Avenue or build a fence to keep people off the Railroad tracks for less cost than building another bridge over 280!

Betty Prokey

Comment #: 873 **Name:** Mark Trainer
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback re SC Trail
Comment:

My elected officials

Please listen to those you are suppose to represent...
We do not want a trail on residential streets.

Putting a Trail on residential streets disrupts neighborhoods.
Don't change the character of our city, which we chose when we bought here.

Just make all the existing cycling routes safer for everyone.
Stop wasting tax payer dollars -- from whatever source.

If you want to be remembered in a positive way, please listen
to the residents that voted for you.

Mark Trainer

Los Altos resident + voter

Comment #: 874 **Name:** Betsy Wood
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Fwd: FW: Stevens Creek Trail comment sent before deadline but just came back to me - please accept
Comment:

Hello,

My husband James and I both like trails in this area and use them often to hike and walk. We are familiar with the city parks, county parks and open space areas so we are supporters of improving these facilities.

It makes sense to us to put the majority of the effort and funds on improving the trails to give residents better access to nature and exercise. Please do not build another concrete bridge over I-280. Not only is this very expensive, it not very earth friendly nor is it where you have any type of view.

Sincerely,
Betsy

Comment #: 875 **Name:** Anand Subramanian
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, I like the following proposed trail routes:

The Creek Corridor/Bernardo Avenue path, a trail between Dale/Heatherstone and Homestead along the creekside public land and Bernardo, because it is the only alignment option identified in the feasibility study that is completely separated and most direct.

Thank you for your consideration.

Sincerely,
Anand Subramanian

Sunnyvale, CA

Comment #: 876 **Name:** Gordon Hamachi

Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No

Subject: Comments on the Feasibility Study

Comment:

The Feasibility Study does an excellent job of explaining the many regional benefits that derive from a completed Stevens Creek Trail. I hope that these comments will help to make this happen. Because the most heat appears to come from the on-street alignment options on the Fremont to Homestead segment, I will focus my comments there. As an every-day bicycle commuter who has explored options while passing through the Fremont to Homestead area literally thousands of times, I feel uniquely qualified to discuss the merits of the various proposed routes through the study area.

BERNARDO AND FALLEN LEAF LANE ARE BOTH VIABLE OPTIONS

For human-powered transportation (pedestrians and bicyclists) long detours and high traffic roads are highly undesirable. From that point of view, the Creek Corridor/Bernardo Avenue path is a fine route. For the same reason, Foothill, Grant, and Mary are poor choices; a route over the Don Burnett bridge is especially undesirable, as it will expose users to unpleasant and dangerous traffic on Stevens Creek Boulevard. As a quiet and wide residential street, Fallen Leaf Lane is also a fine option.

CURRENT BERNARDO IS DISMAL BUT HAS POTENTIAL

Currently, the bike ride on Bernardo between Fremont and Homestead is dismal. The road runs next to the sound wall and there's no meaningful greenery. Even though this is the most direct route that I as an experienced bike rider should prefer, I could seldom bring myself to take this route from Fremont to Homestead.

On the other hand, I am happy that a trail next to the sound wall wouldn't have to cross any driveways. A green belt next to the sound wall could make an excellent trail corridor while enhancing the neighborhood. If this route is chosen, please maximize the green belt even if it means making Bernardo a one-way street or eliminating street parking for residents.

FALLEN LEAF LANE IS A FINE OPTION

After literally years of experimentation I found that the best path between Fremont and Homestead was Fallen Leaf Lane. This is a wide but quiet neighborhood street with very little auto or pedestrian traffic. Fallen Leaf Lane is a calm, safe, and peaceful street that has plenty of greenery and little danger from autos, making it my favorite route to bicycle between Fremont and Homestead. The 60 feet of roadway provides plenty of space to put in a bike path separated from the road, while preserving on-street parking for people who live there.

It should be possible to run the trail down this street without adversely changing the quiet residential character. On a busy weekend day, a trail usage count of 1,468 on May 8 (from Chapter 1 of the Feasibility Study) with 14-hours of daylight, translates to less than two trail users per minute.

ADDITIONAL CONCERNS

It is vital that the working team not be unduly influenced by a small group of very vocal NIMBY residents. After all, the public streets are public spaces that are provided for the benefit of all people in the community. It isn't right for a few loud people to attempt to keep their street for their own private benefit and exclude access to, and benefit by, the general public.

Although we are considering street alignments in the area of contention, everyone prefers an off-street alignment along the creek. I hope that any on-street alignment is viewed as a temporary solution while efforts proceed to acquire the additional land necessary to make a true creekside trail possible at some future time.

--Gordon Hamachi, a resident of Mountain View

Comment #: 877 **Name:** Ronak Mundkur
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail
Comment:

Honorable Representatives

I have been a resident of Los Altos for 15 years and have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane for all those years. I am seriously concerned with the safety of residents and trail travelers if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. The streets are narrow, particularly as they curve around the circle formed by Louise Lane and Fallen Leaf Lane, producing blind corners. These streets are very narrow and with bind corners as they get around the High Voltage Electric pole structures. Adding additional bicycle and foot traffic to this narrow road will make it dangerous to bicyclists and pedestrians. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to trail traffic and residence. I recommend using safe streets with already marked bicycle lanes such as Mary or Bernardo.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Ronak Mundkur

Comment #: 878 **Name:** Ross Heitkamp
Date: 6/10/2015 **Jurisdiction:** Mountain View **Supplemental Document:** No
Subject: One additional comment…
Comment:

Dear Joint Cities Working Team,

Can you believe with the length of my comments, that I left out something?

One more, somewhat urgent plea to you, is to begin discussions with the Packard Hospital going in on Fremont Avenue, across from Belleville, about purchasing and converting a portion of their parking lot for an improved routing of the trail out to the existing traffic signal or to the bridge over the creek. Their own fact sheet shows that they can afford to give up the required number of parking spaces, even without reconfiguring their lot. Reducing their parking would do a lot for them in terms of addressing neighborhood concerns about the possible increase in traffic that might accompany their opening. As well, providing trail access seems wholly compatible with a health care facility for both the recreation and alternative transportation uses. But, now, while construction is under way and prior to them beginning operation is when they can best consider this proposal.

Ross Heitkamp
Carol Avenue

Comment #: 879 **Name:** Sue Lampkin
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Comments regarding the continuation of the Stevens Creek Trail
Comment:

Hello,

My name is Sue Lampkin and I live in the Homestead Villa subdivision in Cupertino.

I support Citizens for Responsible Trails (CRT) and their emphasis on using existing infrastructure for the continuation of Stevens Creek Trail.

There has been public commentary stating that existing bike routes are so dangerous that only expert riders should use them. Shouldn't we focus on making those existing routes safer for all riders? Isn't it more fiscally responsible to invest in the enhancement of existing infrastructure before investing in new infrastructure?

Fiscal responsibility does not mean not spending money. It means spending money where it will provide the most benefit for the most people.

I, along with my friends and neighbors, am for trails that make sense, not trails at all cost.

The project that put a walking path along Homestead Road in Los Altos cost $1.5 million and provided much-needed beautification and utility for pedestrians and bicyclists. This addressed a real need in the community. By contrast, the Mary Ave bridge cost $15 million and very few pedestrians and bicyclists currently use it.

Why not extend the trail down Mary Avenue and use the Mary Ave Bridge? This is a fiscally responsible way to address real needs in the community rather than building a new bridge over Interstate 280 less than a mile away from the Mary Ave Bridge.

Thank you.

Sue Lampkin

Comment #: 880 **Name:** Joan Aliprand
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Objections to use of Phar Lap Drive as bike route
Comment:

To: Joint Cities Working Team on Stevens Creek Trail

I object to the proposal to bring the Stevens Creek Trail along Madera Drive and Phar Lap Drive.

An earlier document on the Stevens Creek Trail, the Pre-Print Stevens Creek Trail Feasibility Report projected the use of the Stevens Creek Trail in Cupertino as follows: "It is likely that the Stevens Creek Trail in Cupertino will not reach the trail use numbers seen in Mountain View" [approx. 100 users per hour in peak periods at the time of the study], but "will be higher than those experienced at Redwood Shores" [15 per hour in peak periods]. This suggests that at peak times, around 50 cyclists per hour will be come along Phar Lap Drive. Would you like to have 50 cyclists per hour coming past your home on weekends and summer evenings?

Comments on The Stevens Creek Trail Four Cities Joint Feasibility Study

In Study Segment 3: Homestead Road to Stevens Creek Boulevard states on page 79: "In Cupertino, neighborhood greenways are feasible on Maxine Avenue, Caroline Drive, Peninsular Avenue, Barranca, Madera, Phar Lap, Mann, Stokes, Dempster and Peninsula. However, in Figure 32, all the streets except Madera, Phar Lap, and Mann have two options: bike lanes with parking limited to one side, or Neighbourhood Greenery. Madera, Mann, and Phar Lap are Neighbourhood Greenery only. What is going on here? Madera and Mann are streets without sidewalks, and even Phar Lap has a section with one sidewalk .only.

In the Study Segment "Interstate 280 (I-280) to Stevens Creek Blvd" (Appendix B, Summary of Studied Routes, page B-10), traversing the hills on Stevens Creek Blvd. to the east and west of the creek are mentioned as a constraint. Phar Lap Drive has its own constraint: a cyclist coming from Madera Drive has to traverse an s-shaped downhill curve. Making it even more more risky for cyclists, Florence Drive comes into Phar Lap Drive on the right half-way down the curve. This is also where one of the sidewalks end, so pedestrians may cross the street, In my opinion, the hills on Stevens Creek are less of a constraint, since riders on either hill has a good view ahead, and most pedestrians will cross Stevens Creek Blvd. only at traffic lights or at the light-controlled crossing to the west of Phar Lap Drive.

In the Study Segment "Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd." is categorized as INFEASIBLE because it does not provide a ped/bike experience appropriate for all trail user abilities." This section is used extensively by cyclists, and I have yet to see any pedestrian or bike issues. A bicyclist with limited abilities should limit him/her self to the Mountain View section of the trail where there is no traffic.

To sum up, Phar Lap Drive should remain a quiet residential neighbourhood, and not be subjected to invasion by cyclists.

Our local governments should not waste our tax dollars on another cross-freeway bridge when there is an adequate (and quite lovely) bridge on Mary Avenue.

Yours sincerely,
Joan Aliprand
Resident of Phar Lap Ranch

Comment #: 881 **Name:** Nancy Claunch
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Use existing infrasturcture
Comment:

All,

I'm urging you to use your good sense and take advantage of the existing infrastructure available to complete the SCT. Use the money to improve the Mary Ave connector or the Fremont/Grant Rd connector and make these roads safer. The "voting" residents have been clear that they don't want the trail connector on residential streets. PLEASE take Fallen Leaf Lane, Belleville and Bernardo our of the proposal.

Nancy Claunch

Comment #: 882 **Name:** Kathy & Tim Philip
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: Stevens creek trail
Comment:

Please do everything you can to approve the Stevens creek trail through Sunnyvale. My whole family uses the trail as it is today, but we would use it even more if it were safer to get to. We are home owners that live by Serra park. My husband uses it to commute to work from Sunnyvale to mountain view several times a week.

I understand that any change will affect the home owners along the path, but hopefully over time, they will discover that the trail is more benefit than trouble.

Thanks,

Kathy & Tim Philip
Sunnyvale homeowners

Comment #: 883 **Name:** Barbara and Gary Loebner
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Feasibility Study
Comment:

To All Who Are Concerned:

• My wife and I have been living on Newcastle Drive just off Fremont Ave. in Los Altos for 29 years. Years ago with young, school-age children we were very concerned about pedestrian and bicycle safety in our neighborhood and the routes our girls needed to take to Montclaire Elementary, Cupertino Junior High, and Homestead High School. Despite our advocacy and efforts, with a Community Foundation grant my wife launched a citywide education campaign called BE AN ANGEL, DRIVE 25 with yard signs and banners, the issues of Safe Routes to Schools and more general pedestrian and bicycle safety have only become more acute with cut-through traffic as the surrounding highways, expressway and arterials become more and more congested.

• We also enjoy weekend recreational biking. For many years, on average probably twice a month, we have taken a variety of city streets, some designated Bike Routes others not, to first the Yuba Street and then Sleeper Street trailheads to access the Stevens Creek trail and head out to Shoreline. We also take advantage of the Mary Street bridge crossing of Hwy 280 as well as the St. Josephs Street undercrossing of Hwy 280 to access the Rancho San Antonio open space. We truly appreciate the recreational opportunities that exist as a result of the infrastructure investments that have been made and hope that such investments in well-conceived safe routes along city streets to access the open spaces will continue to be made.

• We have also closely followed the planning process for a number of years, attending and participating in nearly every one of the public study session opportunities.

• That said, while decades ago the original vision of a continuous bay to sea trail utilizing the Stevens Creek corridor may have been a laudible goal we believe that governmental land use decisions made over the years have eliminated the possibility of creating a single dedicated continous trail without seriously and unfairly impacting too many residents who have relied on these decisions — whichever of the proposed alignments would be selected. We believe that the only truly equitable, reasonable and fiscally responsible plan to deal with a likely gap in the trail between roughly Fremont Avenue and Hwy 280 would be to not designate a specific trail route and for the relevant municipalities to develop multiple bike routes that would connect to the two resulting trail heads, enhancing overall neighborhood pedestrian and bicycle safety and distribute the volume of trail users, be they on bike or foot, so that no one set of streets and residents bares all of the impact.

Thank you for listening and your consideration,

Barbara and Gary Loebner

Comment #: 884 **Name:** Bob DeLaney
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback re your Trail
Comment:

Dear Respresentatives

Seriously... I have 5 questions I want to raise:

1. What's wrong upgrading the EXISTING bicycle trail routes with more safety features?

2. Why would you NOT want to minimize impact on residential streets?

3. When are you going to show you will be fiscally responsible with the taxes we pay?

4. When are you going to show you're listening to the voices of your residents/ voters?

5. Los Altos never got it representative neighborhood meeting. When will we get one?

Preferred routes:
Fremont Ave to Mary, to the Mary Ave Bridge per the previous plan

Fremont to Grant to Foothill and Rancho

Thank you

Bob DeLaney

Los Altos resident + voter

Comment #: 885 **Name:** Kyle Taylor
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Do not use residential streets for the SCT
Comment:

Dear SCT Working Team,

My name is Kyle Taylor, and I am a homeowner of Phar Lap Drive in Cupertino, which is part of the Oakdell Homeowners Association.

Your feasibility study includes a suggestion to have the Stevens Creek Trail use either Phar Lap Drive or Mann Drive to connect to a proposed bicycle/pedestrian bridge that leads to another residential neighborhood on the other side of 280! I cannot believe you're serious!

A residential street is not a "trail." The Friends of Stevens Creek Trail website brags that the current trail is "regularly used for bicycling, bird watching, commuting, dog walking, education, hiking, jogging, nature walks, running, scootering, roller and inline skating, skateboarding, striding, and walking." They also say that the functions of the trail plans "stress the importance of restoring and preserving the creek's natural environment. This includes planting native vegetation to protect existing wildlife habitats and to provide wildlife with additional sources of food and shelter."

How can this be accomplished on residential streets? It can't! As a trail user I would be alarmed to walk or ride down a residential street where cars are backing in and out of driveways, and cars are coming out of the several cul-de-sacs off of both Phar Lap and Mann Drives. This would be so unsafe! Again, I can't believe you're serious!

Use the existing automobile-free natural environments for the trail, like Rancho San Antonio. Then use the trail's funds to convert the shoulders of the NONresidential streets that must be used for the trail to actual trails. The streets I'm talking about are Foothill Boulevard, Stevens Creek Boulevard, Mary Avenue, Homestead Road, Fremont Avenue and Grant Road. These streets are wide enough to accomplish this. It has been done in cities all over the world.

And please use the Don Burnett bicycle/pedestrian bridge for its original purpose: as an extension of the Stevens Creek Trail! If you're intent on spending the millions to build another bridge, have its inception near one of the many dangerous freeway entrance/exit ramps, where it is most perilous for pedestrians. One could be put from the 85/Bubb Road area over 85 to the Oaks Shopping Center, to Mary Avenue. Or one could go from Foothill Boulevard's 280 southbound entrance ramp over 280 to a nonresidential street.

Do not intrude on quiet residential neighborhoods! They won't be "quiet" anymore if at least 1,000 users of the trail will be passing through on any given weekend. Not to mention that our property rates will go down. As one of the speakers at Monday night's Public Input meeting in Mountain View said, "It's been estimated that the trail's completion will take anywhere from five to 25 years. It will take much more than that, because you'll have to add in all the years you will be in litigation from lawsuits by residential property owners."

Thank you for your attention.

Kyle Taylor

Comment #: 886 **Name:** Jim Casler
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Stevens Creek Trail Input
Comment:

My name is Jane Casler. I liuve at Barranca Dr., Cupertino, CA

I encourage you to consider the following:

Be fiscally responsive. Be judicious in allocation of taxpayer funds to public works projects. Don't build a new bridge. Breathe new life into existing Infrastructure. Use funds to improve safety and utility of existing routes.

Minimize new impact on neighborhoods not heavily used. Keep neighborhoods safe. We have raised children in an environment where they were safe to play outside, were secure from people passing almost within their yards. Now our grandchildren deserve this same ssafety and security.

Complete the trail but be fiscally responsible. Don't impact quiet neighborhoods.

Sincerely yours,

Jane Casler

Comment #: 887 **Name:** Milind Khandekar
Date: 6/10/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We ride the trail daily from Dale / Heatherstone towards Moffet. We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:

Maximize Trail

Of the feasible trail options, the one that maximizes trail and minimizes both distance and interactions with cars (particularly at intersections) is:
Dale / Heatherstone to Fremont - trail goes along the creek and would be just like the rest of the trail in Mountain View. This option also opens up 22 acres of new park land.

Fremont to Homestead - trail goes over Fremont on a new bike/ped bridge and onto Bernardo with the lane next to the sound wall converted into a linear park. This would require Bernardo to either become a 1 way street or 2 way with limited on street parking. Thus bicycle and pedestrian transportation along Bernardo would be greatly improved but car transportation would be less convenient for residents on Bernardo. The trail and soundwall could be made much more beautiful than what exists now on Bernardo. Traffic flows around Cupertino Middle might be improved (a traffic study would be required to ensure a positive outcome).

Homestead to Stevens Creek Blvd - trail goes on new bridge or widening of existing Homestead bridge over 85, then there would be an at grade crossing onto Maxine/Peninsular or Barranca/Penninsular, a new bridge over 280 landing on Madera, then down Phar Lap. This connection is the shortest from Homestead to the current trail segment in Cupertino and minimizes intersections. The bridges over 85 and the one over 280 would be trail experiences separated from cars. The on street routes on Maxine, Peninsular, Barranca, Madera, and Phar Lap, while not true trails, would be the closest you can get to a trail-like experience on any of the streets included in the Feasibility study since these are all quiet streets with no motorized through traffic.
This route would likely be among the most expensive options -- somewhere around $40 million based on current rough estimates.

Unfortunately using the existing tunnel under 280 next to the creek is currently deemed infeasible because Caltrans would not allow its use and it would require acquisition of at least some private land on the south side of 280. Nonetheless, some are pushing to have this reconsidered because using an existing tunnel is much cheaper than building a new bridge and the tunnel option would open up yet more new park land and include more trail than the new bridge option. It would still involve use of some relatively quiet streets.

Thank you for your consideration.

Sincerely,
Milind Khandekar
Sunnyvale and Cupertino owner

Comment #: 888 **Name:** Patrick Grant
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Red Herring using rail line to Los Gatos trail as sub for Stevens Creek Trail
Comment:

Dear Councils,
You likely have received some emails along line of
"It's now feasible to route the SCT along a active railroad, completing a route from Baylands to Los Gatos"
While miracle cure is hoped, this is clearly a red herring by members of (Citizens for Responsible Trails, CRT. Look carefully the proposal is to travel along rail road to Los Gatos, crossing over many busy major streets (Stevens Creek, Bubb, McClellan, Sunnyvale Saratoga, Cox, Saratoga, Quinto, Pollard, Prospect, and Winchester) before arriving at Los Gatos Trail in Los Gatos.

Cost of all these bridges and actual loss of rail service dwarfs anything proposed for Stevens Creek.

The rail corridor is often only 50 feet wide and cannot accommodate a side by side path. Federal law and liability prohibits use of active rail lines as pedestrian paths.

This is taking 30 mile detour around a 2 mile gap. This is certainly alien to what CRT espouses and is just extreme NIMBY at its worst.

Regards
Patrick Grant
Sunnyvale

Comment #: 889 **Name:** John Seyfarth
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Stevens Creek Trail Extension I Support Creek alignment Oppose on Street alignments
Comment:

We have a wonderful community resource currently available in the off street trail along Stevens Creek that has been constructed so far from the Bay to Mountain View.
As a Los Altos resident who frequently uses the Stevens Creek Trail for both recreation and commuting, I want to express my support for a route which continues and expands the Stevens Creek Trail as parkland, not just city street bike lanes. The parkland adds tremendously to the our local Quality of Life.
While the bike lane approach facilitates transportation it does not contribute to our community in the same way as park land. Please support the creek alignments. Maximize the chance to get away from the constant hustle bustle of streets and car traffic. Let's not let this opportunity slip away.

John Seyfarth
Los Altos,Ca.

Comment #: 890 **Name:** Shannon Jones

Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No

Subject: Serious concerns about Stevens Creek trail on Fallen Leaf

Comment:

Hello, I am a resident of Los Altos and my house is on the corner of Holt and Fallen Leaf lane. While I support bike trails in my community, I have serious concerns about this trail running down Fallen Leaf lane.
I'm concerned about property values being negatively affected when the front yards of Fallen Leaf residents will be reduced so significantly (and the side yard of my Holt Avenue home).
I'm concerned about privacy, safety, noise, and tranquility at my property with a bike trail so close to my home (my side yard is on Holt Avenue).
I'm concerned that a bike trail on residential streets will be disruptive to my neighborhood.
I'm also concerned about the safety of bikes and cars sharing Fallen Leaf Lane.
I urge you to pursue the other options available for this trail for the reasons I have listed above.

Sincerely,
Shannon Jones

Additional correspondence received via mail or hand delivery

Comment #: 891 **Name:** Grace Morioko, Raymond Wong, Marian Wong, Yoshiko Uemura, Jerome O'Connor
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Stevens Creek Trail - East Alignment (South Bernardo Avenue)
Comment:

May 21, 2015

Sunnyvale City Council
Sunnyvale City Hall
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: Stevens Creek Trail – East Alignment (South Bernardo Avenue)

Dear Sunnyvale City Council,

We, the 200 plus homeowners and residents of the South Bernardo area neighborhood, are asking that the Sunnyvale City Council remove South Bernardo Avenue from the proposed plans for the Stevens Creek Trail.

This plan will substantially and severely alter our street and impact our lives in very negative ways. The greater majority of us were not even aware that such drastic measures were under consideration.

Our primary concerns about the proposed changes are as follows:

1. **Bike Lane(s) on Bernardo Will Create Safety Hazards for Bicycles and Cars at Fremont/Bernardo**

We understand that the proposed plan could possibly create multiple bike lanes on South Bernardo Avenue that will take bike traffic to and from one of the busiest and most unlikely locations for safe bicycle travel -- the intersection of Fremont and Bernardo Avenues. Throughout the day and most significantly from 7 AM to 11 AM. and from 3 PM. to 7 PM, this area is one of the most highly-travelled intersections due to the location of the entrances and exits to and from Highway 85 and the heavy traffic on Fremont itself.

While possibly turning Bernardo into a one-way street may partially protect bicycle riders while they are on Bernardo itself, there are other serious considerations. Busy bike lanes so close to the entrance and exit ramps to and from Highway 85, where most of the drivers are turning left and right onto and off of Fremont Avenue, will create serious hazards for riders AND for vehicles. If bike paths are required on Fremont as part of the trail, it makes more sense from both planning and safety perspectives that the bikes be routed on others -- far away from the unsafe congestion and high vehicle speeds at the Bernardo/Fremont/Highway 85 interchange.

2. **Bike Lane(s) on Bernardo Plus it Being a One-Way Street is a Safety Hazard**

South Bernardo Avenue is highly used by automobiles either going to or coming from work, or dropping off or picking up students at multiple area schools. At present, because this is a two lane roadway, speeds are naturally contained. We feel that a one-way street is a safety hazard to bicyclists due to probable increases in vehicle speeds.

Additionally, the sharp "S" curve creates two blind spots where bicyclists on the roadway may not be seen. Because bicyclists will be able to traverse this roadway in TWO (2) directions, there are dangerous opportunities for bicyclists to be involved in high speed head-on collisions at the Bernardo/Fremont intersection. Again, because this is one of the main access roads for "commuter traffic", the number of vehicles plus the bicycle lanes will create safety hazards that do not currently exist.

3. **Creation of One-Way Traffic on Bernardo will Impact Feeder Streets and Wright Avenue.**

At present, South Bernardo is one of the two main streets leading to and from two highly populated schools in our area. The first is the private South Peninsula Hebrew Day School (SPHDS) with population of approximately **400 students and staff,** located on Astoria (between Bernardo and Wright) and the second is the Cupertino Middle School, with a **student population of more than 1200 children soon-to-be increased to 1700**, located at the end of Bernardo near Homestead. Regardless of the direction that the City chooses to restrict traffic along Bernardo, a

significant increased flow of traffic twice daily will be transferred to Wright Avenue and interior feeder streets. Because Wright is one of the main access roads to the schools, there is a proliferation of students and bikes in this area twice each day. By removing the current Bernardo access to AND from the schools, this often higher speed commuter traffic will move from the less populated street (Bernardo) to the highly populated Wright Avenue. Such actions will compromise safety for all of the children and residents in the area.

4. **Elimination of South Bernardo On-Street Parking Will Negatively Impact Homeowner Use and Enjoyment of Property**.

Presently, the residents of South Bernardo are able to park vehicles on just **one side of the street.** By removing the parking on the street, only a small percentage of homeowners will have parking available for guests, service personnel and family members who visit the home. The cul-de-sacs along South Bernardo have extremely limited parking—so limited, in fact, that visitors coming to homes in these areas often must park along South Bernardo during holidays. Eliminating parking will impact all of the homes, residents, and guests visiting residents on Bernardo and its feeder streets.

5. **Changes to Create Diminution of Property Values**

Real estate and housing experts will note that there are three significant "community" issues that attract (and, conversely, detract) buyers from purchasing a home. These three community factors are: 1) School District and School Performance; 2) Safety and Crime in the Community and 3) Traffic and Parking.

While the proposed changes will not impact either of the first two community issues, it will negatively affect both traffic and access as well as parking along the street for the 54 homes that face S. Bernardo Avenue. Although it seems minor, home values in this area of Sunnyvale now exceed $1,300,000 per home. As a result, buyers at this price level will not only want **but they will expect** parking along the street as well as free access along the roadway. If this is removed, homes here could suffer as much as 10 percent property loss or an average of $130,000 per home or a community loss of as much as $7.2 MILLION in lost value for the homeowner, lost savings, lost retirement and, more importantly, lost property taxes and lost revenue for the City of Sunnyvale just for Bernardo Avenue homes alone!

Considering that the plans will affect everyone in the area between Wright Avenue and South Bernardo as well as the traffic patterns change, the likelihood for diminution of property values could spread through the block of more than 250 homes, resulting in as much as **$32 million** in lost home values, property taxes and revenue to the City. Is this really a sound change for Sunnyvale?

6. **Preservation of Neighborhoods and "Small Town" feel**

A major "attraction" to living in Sunnyvale is the feeling that, despite its obvious size, this is still a small town. Our location, our weather, and our neighborhoods are the reason that in 2007 Sunnyvale was voted the "Happiest City in America." The preservation of small neighborhood streets where pedestrians often meet and greet one another is a vital part of the expected lifestyle of a Sunnyvale resident, and it is also the reason that Sunnyvale consistently remains one of the most desired locations to raise a family in the Santa Clara County.

But adding trails, removing on-street parking, making streets one way, over-driving interior streets and feeder streets would work against the very ambience that creates the "small town" feeling. The neighborhood streets should be preserved and not considered "access" ways to other larger streets. It is important that the Council—first and foremost—protect those features of this city that have made it highly desirable to buyers, renters and businesses. It is for this reason, that we ask that the Trail Committee remove S. Bernardo from consideration for bike routes and pathways.

We hope you will take these concerns to the committee, and we would like additional community meetings to further discuss this issue with committee and Council. Please feel free to contact me, if you have any questions or would like to set up a time to meet with our community members.

Sincerely,

Gille Monaka Bernardo

RAYMOND WONG Raymond Wong BERNARDO

MARIAN WONG Marian Wong BERNARDO

Yoshiko Uemura Yoshiko Uemura Bernardo

Jerome O'Connor Jerome O'Connor Bernardo Ave

Comment #: 892 **Name:** Cassandra Lenker
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: No
Comment:

6/5/15

My name is Cassandra Lenker
I live on Barranca Dr. Cup. Ca. 95014
We've lived here 43 years in July.
Raised 5 children
When we bought so many years ago
we were looking for this gate,
peaceful type area. We found it!
Please do not take away what we
have!
Were older, we feel safe here. We
would like to live the rest of our
lives in our home.
If the Bike Trail went in front of our
home, we no longer would feel safe.
A new bridge would have to be built.
The noisy trucks, dirt hauls, trail
being made, would go on for quite
awhile.
It's just all too much!
The end results would change everything
for us, our gate, peaceful life!
would be gone forever!!!!!!!
Safety gone forever! I apologize
Cassandra Lenker

Comment #: 893 **Name:** Hank Chambers, Willie Lee, Kwan Lee, Ling Liu, Millicent Young, Isaac Young, Yoshiko Uemura, Jerome O'Conor

Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No

Subject: No

Comment:

June 6, 2015
Dear City Council and the Citizens Working Group Committee,

In response to the Stevens Creek Trail (SCT) Feasibility Study, we have the following comments and questions:

- South Bernardo is a narrow street with a Highway 85 sound wall on one side along with two public schools and one private school on the other. Many parents and other drivers drive on that street at all hours of the day. What would be the emergency exit for resident and students if S. Bernardo Ave becomes a one-way street?

- Bikers and pedestrians on South Bernardo cannot see the creek, only the noisy Highway 85 sound wall. Inexperienced cyclists can bike on Mary, whose stop signs ensure the safety of drivers and bikers alike. Besides, the bike stores and coffee shops on Mary are a convenience for recreation bikers and travelers.

- Shouldn't the City of Sunnyvale heed the community's objections, too? If South Bernardo becomes a one-way street, Wright would be our only corridor to and from home. Not only would parking be a major issue, but also traffic on Wright and the surrounding streets would become onerous.

- Since safe bike lanes already exist on Mary, adding unnecessary infrastructure with city funds is a waste of taxpayer money. The traffic rules that are promoted in biker outreach and driver education programs are safeguards. Bikers and drivers just need to follow those rules.

- Adding a bike trail on South Bernardo will not solve the Cupertino Middle School traffic problem. Instead, we should define the root cause of the problem and identify solutions, to be voted on by the neighborhood and the school, not by the Friends of Stevens Creek Trail or by corporations like Google and Apple, which desire to connect Mountain View to Cupertino to ease their employees' commutes.

- The concerns of Belleville residents, such as school safety, also apply to the South Bernardo neighborhood. Building a class-I (nonstop) bike trail in a residential area like South Bernardo is by far not safe.

- Do we want to build another bike bridge over I-280 like the virtually unused one behind Homestead High School? Furthermore, does it make sense to build a path down residential streets, intersecting multiple driveways with no view whatsoever of the creek, and then name it Stevens Creek Trail?

- If, as proposed, South Bernardo is converted to a one-way street, siphoning traffic into inner-neighborhood streets, such as Wright, Astoria, Cascade, The Dalles, and Helena, what will be the traffic load on Wright? Can Wright handle the traffic to and from the two schools nearby and from the residences in the neighborhood? Has the City of Sunnyvale conducted a traffic-capacity study on Wright subsequent to a conversion of South Bernardo to one way?

- As a Sunnyvale resident, I would urge our city staff to assume fiscal responsibility, optimize the use of existing infrastructure, and minimize traffic impact on the neighborhood.

- Residential streets are not recreation trails.

- I'm extremely concerned about this proposal, which will significantly impact the daily life of the South Bernardo residents and their commutes.

- Despite the open space from Dale/Heatherstone Way to Fremont Avenue, the study says that potentially 22 acres of land are available next to Highway 85, some parts of which are too narrow for a trail. (According to Chapter 4, p. 54 of the study, 15 percent of the distance is not adequate, hence requiring rebuilding the bank of Stevens Creek Boulevard.) In reality, except for a few disconnected acres crammed between the creek and Highway 85, no land is available nearby and it does not lead to Cupertino.

- Free money is a myth and we taxpayers must foot the bill for public projects one way or the other. Option 2 in the study proposes that, to connect Dale/Heatherstone to Fremont, we need to build a ramp along Sunnyvale Health Care Center over Fremont and reconstruct the Highway 85 sound wall. That's a costly undertaking that would involve the Valley Transportation Authority (VTA) and that requires substantial engineering work.

- Do consider the negative impact on the residents in the neighborhood.

- I fail to see how a special path on South Bernardo would attract enough users to justify the cost. On the contrary, the path would impose a huge inconvenience on the South Bernardo residents and the diverted car traffic would overflow to the surrounding areas.

- Ninety-seven percent of South Bernardo's residents have signed a petition to oppose the proposed changes.

- South Bernardo is the wrong choice for the SCT project for two reasons:
  First, the intersection at Fremont and South Bernardo offers north and south entrances to Highway 85. Ensuring the safety of bikers would require the construction of an overpass at that intersection, incurring a large sum of tax dollars.

  Second, a bike trail is already available on Mary in addition to the bridge over I-280. Why are we building yet another connection, which would not only dent our budget but also disrupt the neighborhood? Where will the bike trail lead to after the intersection at Homestead and South Bernardo? It sounds like bad planning.

Respectfully yours,

Hank Chambers HANK CHAMBERS, BERNARDO

Willie Lee WILLIE LEE, BERNARDO

Kwan Lee KWAN LEE, BERNARDO

Ling Liu, Bernardo

MILLICENT YOUNG BERNARDO.

ISAAC YOUNG BERNARDO.

Yoshiko Uemura. BERNARDO

Jerome J. O'Connor Jerome J. O'Connor Bernardo

Comment #: 894 **Name:** Mary Louise Middleton
Date: 6/10/2015 **Jurisdiction:** N/A **Supplemental Document:** No
Subject: No
Comment:

June 6, 2015

City of Sunnyval
Attn: Public works - SCT
456 W. Olive Avenue
Sunnyvale, CA 94086

Can you please explain to me why bicycle riders from other cities and neighborhoods should have priority over homeowners who have purchased their homes at great expense in quiet neighborhoods to avoid unnessisary traffic and to maintain the safety and value of their homes?

The idea of offering a trail down Phar Lap as the most practical route does not make sense to me. There are numerous routes that can connect Blackberry Farm with Sunnyvale, if that is what you want. You can use the existing bike lanes up Foothill Blvd and down the hill on Steven's Creek to the park entrance, or the Mary bridge and Steven's Creek route.

Neither of these would interfere with quiet residential neighborhoods. Neither of these routes would require restripping street lanes. Neither of these routes would deprive residents of their parking spaces. Neither of these routes would require an expensive new bridge across the freeway.

Please, please rethink before you begin ruining our neighborhood and spending big money on a unnessary bridge project. If you really want a bridge, use the one that already exists on Mary Avenue.

Thank you for reviewing my ideas. They would be more practical and make a lot of people happy.

Sincerely,

Mary Louise Middleton

Mary Louise Middleton

Comment #: 895 **Name:** Angela Huang
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: No
Comment:

June 8, 2015

Dear Sunnyvale City Council members,

We in the South Bernardo neighborhood community presented a petition to Sunnyvale City Councilwoman Tara Martin-Milius at a community meeting on 4/3/2013, in which we expressed our concerns and raised questions on the changes to Bernardo Avenue as suggested in the Stevens Creek Trail (SCT) proposal. That proposal is presented on page 64 (page 12 in the PDF file) of the *Four Cities Coordinated Stevens Creek Trail Feasibility Study* at--

http://sunnyvale.ca.gov/Portals/0/Sunnyvale/DPW/Stevens%20Creek%20Trail/Draft%20Feasibility%20Report%20March%202015/4-SCT_Ch4_Pedestrian-BicyclePaths.pdf

We also delivered a copy of the petition to Jim Griffin, Sunnyvale City Councilman at the time, at a public meeting on 4/10/2013.

Our concerns and questions were as follows:

- Since no creek view is available from South Bernardo Avenue along the Highway 85 sound wall, we question the purpose of converting S. Bernardo to a recreation trail.

- If, as proposed, South Bernardo is converted to a one-way street, what would be the traffic load on Wright Avenue? Can Wright handle the traffic to and from the two schools nearby, the residences in the surrounding area, and the businesses on Wright itself? Has the city conducted a traffic-capacity study on Wright subsequent to a conversion of South Bernardo to one way street?

- Since the City of Sunnyvale has already constructed bike lanes on the Mary Avenue section between Maude Avenue and Fremont Avenue, why not use those existing lanes from Fremont Ave. to Homestead Road? That suggestion was presented by many South Bernardo residents at recent SCT meetings. Not only could bike lanes potentially bring more business to Mary, that street is also much wider than Bernardo, requiring no reduction in car lanes in favor of bike lanes.

- Due to the heavy traffic to and from Cupertino Middle School, the proposal suggests that two-way traffic continue to be allowed on the South Bernardo section between Helena Drive and Homestead. In that case, bicyclists must head towards Mary anyway. Why not let them proceed straight from Fremont to Homestead on Mary?

- According to the survey result in the 2012 SCT Feasibility Study, only a small number of people hike on the SCT for exercise, and mostly on weekends only. In contrast, if South Bernardo is only one way, over 300 residents and 200 parent drivers of school children must take an alternative route every day. All that additional driving would result in a significant environment impact and disrupt the resident community, hardly a prudent use of the SCT grant.

- The feasibility study overlooks the problems in the intersection between South Bernardo and Fremont: It is not safe for bicyclists to cross the street there because at that intersection are the north-bound entrance into and the south-entry exit from Highway 85. We strongly recommend that a study on

traffic safety and an evaluation on cost be completed prior to deciding whether to convert South Bernardo to one way.

- Emergency vehicles would experience great difficulty in accessing the residences on a one-way South Bernardo. We suggest that the Fire Department evaluate the impact of the time delay.

- Does the existing class II bike lane on Mary already suffice? Eliminating the South Bernardo conversion project would mean significant budget savings to the City of Sunnyvale.

- South Bernardo being a narrow street has necessitated a sound wall on one side, hence limiting its capacity as a safe bike route. According to the survey result of the 2012 SCT Feasibility Study, South Bernardo would be classified as a recreation trail after being converted to one way. Subsequently, we in the neighborhood community raised the concern that recreation traffic might result in more trash. How about conducting an environmental study on the impact to residents, bikers, and pedestrians?

- South Bernardo accords parking space on only one side of the street. Removing that space would create tremendous hardship to the garbage collectors and drivers to and from Cupertino Middle School.

In the absence of the evaluations proposed above, we believed that the conversion of South Bernardo to a one-way street would be a rash and minimally justified decision. We requested the opportunity to review the evaluation reports when they become available.

Also, we questioned if the City of Sunnyvale could legitimately use the recently passed Open Space (Measure AA) Preserve grant for the South Bernardo conversion and would like a funding review. Our understanding was that the grant is for open space only, not for lane conversions on city streets such as South Bernardo. It is not for over-crossing ramps or a new bridge over State280.

This petition garnered a total of 294 (215 plus 79 collected after 4/3) signatures, of which about 260 were from the residents in the area that covers Bernardo to Wright and Fremont to Helena and Belleville. The remaining signatures were from Sunnyvale residents outside that area but who frequently visit the South Bernardo neighborhood. Additionally, a survey we conducted found that 97 percent (89 out of 92) of the polled South Bernardo neighborhood residents opposed the proposed changes to South Bernardo. Those residents lived on Bernardo, Baker, or Butte.

Since the publication of the *Four Cities Coordinated Stevens Creek Trail Feasibility Study* in 2013, a final report became available on 3/25/15 with an identical proposal for the conversion of South Bernardo to a one-way recreation trail. Our concerns, therefore, remain the same.

In conclusion, as Sunnyvale residents, we would like our city staff to assume fiscal responsibility, optimize the existing infrastructure, and minimize noise and traffic in our neighborhood. Thanks for reviewing and considering our petition and taking into account our concerns.

Sincerely,

Angela Huang
Butte Court

Meeting with Tara Martin-Milius, Sunnyvale City Councilwoman
And ABC (Against Bernardo Change) Citizens Group
At Pam and Tom LaPierre's home
7:00 PM 4/3/13 (Wed)

6:30 pm - Set up maps and poster board and set out sign-in sheet
7:00 pm - Everyone arrives, signs in and gets name tags
7:15 pm - Welcome by Pam
Meeting Ground Rules by Tom
Introduction of Tara Martin-Milius by Pam

7:20 pm – Tara introduces herself and her position on the Trail Advisory Group
Update us on project status

7:35 pm - Present Petitions and Overall Numbers – Angela

Thank signature gatherers: Jerry O'Connor, Yoshiko Uemura, Irene Francisconi, Amy Tam, Pam LaPierre and Angela Huang

Special thanks to Ed Bloom who helped Angela write the petition

7:45 pm– Key Points and Concerns Discussion Time – (monitored by Tom LaPierre)

Traffic and loss of residential parking in front of our homes – 15 min. anyone can talk

Safety Concerns – 15 min. anyone can talk

Property value decrease Concerns – 15 min. anyone can talk

8:30 pm - Ms. Martin-Milius comments & future action items

Here are some of our concerns:

Traffic

- Turn Bernardo into One-way Street which will put all traffic onto inner neighborhood streets.
- Recreational walking/biking plus highway 85 sound wall. Traffic plus noise for neighborhood and pedestrian.

Safety Concerns

- Two schools on both North and South of S. Bernardo Ave.
- More Congestion
- Less Available parking
- High crime rate
- More trash and loitering
- Less safe for kids to play

Other Concerns

- Property value
- Why duplicate existing bicycle trails;
- Use saved money to make existing bike trails safer
- Endorse removal of Bernardo from the plan.

http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx

Comment #: 896 **Name:** Valerie Armento
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Comments on Stevens Creek Trail Feasibility Study
Comment:

RECEIVED
JUN 09 2015
Dept. of Public Works

COMMENTS ON STEVENS CREEK TRAIL FEASIBILITY STUDY

By Valerie Armento, resident of Reach 2 in Sunnyvale since 1991

I have read the entire feasibility study and attended all three community outreach meetings.

The plans going back to 1961 and 1980 were forward-thinking ideas, but the cities, particularly Sunnyvale, did not act to preserve lands along the creek route, so certain opportunities were lost.

It is clear that a Class 1 bikeway is what the trail advocates want, and if anyone has experienced a lot of the bike commuters whizzing by on the existing Class 1 portions of the trail, the only type of trail that is safe. A Class 1 trail also is preferable for recreational purposes for cyclists and walkers.

Much of a Class 1 trail could be developed, although at a high cost, by utilizing public lands, primarily in conjunction with the Caltrans right-of-way for the 85 Freeway. The Feasibility Study does a disservice by declaring "infeasible" any alternative simply because an entity (often but not exclusively Caltrans) is "not supportive" since for years the City of Sunnyvale was against the trail and then changed its official position to a tepid endorsement. The Sunnyvale Public Works Director stated that "feasibility" referred to engineering feasibility, which is different from what the Feasibility Study contains. The Feasibility Study is deficient in this regard, and as a result, does not discuss several alternatives which are feasible from an engineering standpoint and which often are preferable.

The cities should leverage as much as possible the plans to improve existing roadways and interchanges which could benefit the extension/connection of existing trail segments, such as anticipated Santa Clara County Roads and Airport projects. The Friends of the Stevens Creek Trail could raise the funds necessary for a true Class 1 bikeway, much like the Friends of the Fremont Pool raised the funds for a larger pool and public locker rooms at Fremont High School. Instead of squandering public money on a myriad of questionable reconfigurations and unnecessary greenways, etc. in residential neighborhoods, put the public funds together with private funds and do it right, even if it takes time.

I would support a Class 1 trail in Sunnyvale running from the current Class 1 trail at Dale/Heatherstone to Homestead in conjunction with public lands in the vicinity of the 85 Freeway, and then utilizing the short route along Homestead to connect to the Don Burnett Bridge, or a route that uses Foothill Expressway.

It is abundantly clear that a new pedestrian/bicycle bridge over the 280 Freeway is viewed by most as a colossal waste of public funds. Grant money, etc. is not "free" money as some have suggested; it is taxpayer money one way or another. If FOSCT wants to fund another bridge,

then such a bridge could be considered but with two other ways to get from one side of 280 to the other in close proximity, another bridge makes little sense.

It is abundantly clear that if a Class 1 trail is not going to be built, the vast majority of homeowners and residents in Reach 2 prefer that existing bicycle routes be used to connect along Remington to Mary and over the Don Burnett Bridge. If cyclists want to veer off of at Homestead and go to Foothill Expressway as a way to traverse the 280 Freeway, that is always an option.

Leave the rest of the residential neighborhoods and streets alone; people are free to travel though these areas if they want, but official bike lanes, signage, greenway improvements, etc. are not desired or necessary (and would require continuous upkeep and maintenance, with related costs). Far too many driveways exist in residential areas presenting substantial accident potential. Residents rightly abhor the potential loss of parking in their neighborhoods. Not everyone has the physical capability to cycle, or even walk, and these people need to be considered as well as the more robust.

Ardent "trail" advocates should move beyond their fixation that the Stevens Creek Trail needs to be as close to Stevens Creek as possible. Note Stevens Creek Boulevard does not even run in the same direction as the creek it is named for.

Comment #: 897 **Name:** Glenn Lenker
Date: 6/9/2015 **Jurisdiction:** Cupertino **Supplemental Document:** No
Subject: No
Comment:

s_c_trail.txt

My name is Glenn Lenker.
I live at [redacted] Barranca Dr. Cupertino Ca 95014. I have been at this address for 43 years. We bought a house in Homstead villa because it is a very quite neighborhood. There are only two ways to enter this neighborhood and both are from homestead road. Therefore there is 'NO THRU TRAFFIC'. If the trail would go thru our neighborhood it would complete change the neighborhood.

Some people would like the trail to go thru neighborhood's because the feel it is safer for young children and older adults. These people should drive to where they think it is safe.I am a runner and I go to a school track to run because it is safer. It is also easer on your joints. Also run at Rancho San Antino park which has good trails and lots of wild life.

Lets spend money upgrading what is in place. There is no reason to spend LOTS money buliding a new bridge. I realize that Stevens creek Blvd and 85 needs to be upgraded but it would be lots cheaper than a new bridge. The Mary bridge was built for the trail and now it is not good enough or the right place , this does not make any sense. It is less than 1 mile from Barranca to Mary where the existing bridge is.
I think a trail from the bay to stevens creek reservoir is a good but lets upgrade and use what is in place. Going thru residentual areas is a BAD Idea.

Regards
Glenn Lenker

Page 1

Comment #: 898 **Name:** Angela Huang
Date: 6/8/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: 44 page Petition
Comment:

April 3, 2013

To whom it may concern,

A total of 215 signed the petition. 213 are from our neighborhood, boundary covers Bernardo to Wright, Fremont to Helena and Belleville. Two signatures are from outside the Neighborhood. These 2 Sunnyvale residents visit the Bernardo neighborhood a lot. They believe the changes on Bernardo will cause their inconvenience.

97% (89/92) of Bernardo Ave. residents whom I have asked (Bernardo, Baker, Butte Court) oppose the SCT proposed changes to Bernardo Ave.

Sincerely,

Angela Huang

Comment #: 899 **Name:** Michael Eiger
Date: 6/9/2015 **Jurisdiction:** N/A **Supplemental Document:** Yes
Subject: Stevens Creek Feasibility Trail Study Feedback
Comment:

Please include in study appendix

Comment #: 900 **Name:** Larry Klein
Date: 6/10/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Feedback on the Stevens Creek Trail Extension
Comment:

Dear Council Members, City Staff and Citizens Group Members,

I have been a member of the Stevens Creek Trail Four Cities Citizens Group from the beginning two and a half years ago. It has been a long process, but I think that the final Feasibility Report has captured the different routes that are feasible. It became obvious that certain routes [e.g. Fallenleaf, Bellville] caused a lot more public outcry because they were even considered, but the investigation has weathered the storm and the report is better for taking other options into consideration.

As for my opinion, I think there are several things that should be approved that are obvious immediate benefits to everyone:
Adding a Class 1 Trail from Heatherstone/Dale to Fremont implements the main goal of the trail extension effort. It creates a Class I Trail and opens up access to 22 acres of Open Space along Stevens Creek. There would be issues as it is implemented, but Mountain View has provided a great example on how to add a trail while also creating usable open space.
Secondly, there should be a Pedestrian Overcrossing Bridge over Fremont Avenue to Bernardo. This intersection of HWY85/Fremont/Bernardo is particularly dangerous. This bridge would add a safe way for bikes or pedestrians traveling on the north or south side of Fremont to be able to cross to the other side without have to interact with cars. We have had far too many accidents there, and it is one of the major cycling routes. Let's make it safe for pedestrians and cyclists at this busy intersection.
Going farther south, we have several options:
South of Fremont, the best trail option is to create a Bernardo Class 1 Trail between Fremont and Homestead, this either removes parking along Bernardo (keeping it a 2 way street) or makes Bernardo 1-way street (even less amenable to neighbors, keep parking, but changing their driving patterns) to add a dedicated Class I Trail that could would take travelers as far as Homestead. The City of Sunnyvale has a policy that Street Parking does NOT have precedence over bike lanes, so the City could officially remove the parking and create a Class 1 Trail along the sound wall. However, I think the neighbors will fight that decision, even though that would provide the safest route for students attending Cupertino Middle School and a Class 1 Trail (the main goal). At a minimum, a new bike lane/greenway should be added along Bernardo to encourage safe biking to/from Cupertino Middle School.
South of Homestead, peds/bikes would have the option to take Homestead to Foothill or utilize the Mary Bridge over 280. A "new" overpass over 280 seems like it would never get approved (goes into "quiet neighborhood" and getting citizens to support a SECOND bridge across 280 would probably never happen). Maybe Southern Pacific will allow a trail under 280 at some point, but that might only come to pass sometime in the future [but it should always be kept as a possible option].
That being said, there are improvements that could be made to Homestead/Grant/Foothill/280 that would immediately beneficial to a lot of cyclists. Similarly, improving the Stevens Creek Blvd corridor as it passes across HW85 would improve those traveling south from the Mary Bridge over 280.

Both of these sets of improvements would give immediate benefit to a lot of people, and I hope that the Councils will support it.

Finally, there are a few other secondary improvements that could be done.
Improve Heatherstone as a Greenway for bike traffic going near Cherry Chase school and on to Mary.

We need to keep in mind that once the vision and possible routes are selected, it could be years before we find funding [local/county/state or federal]. However, if we don't create the vision now we will NEVER improve or extend the Stevens Creek Trail. A Class I Trail is the safest solution for everyone, and we should do the utmost to support that longterm goal.

Thank you for your time and consideration!

-Larry Klein
Sunnyvale Resident and member of the Stevens Creek Trail Four Cities Citizens Group

Comment #: 901 **Name:** Nicholas Stavrakos
Date: 6/10/2015 **Jurisdiction:** Los Altos **Supplemental Document:** No
Subject: Feedback on Stevens Creek Trail
Comment:

Dear Representatives:
I have been following the Stevens Creek Trail discussion for some time now and before the public comment period comes to an end I wanted to state that I am opposed to any option that turns residential streets into thoroughfare for bikes and people. Many people, including myself, bought into our neighborhood because we like the quiet atmosphere. Adding these high traffic trails to residential streets ruins that environment and changes the character of the neighborhood forever. There are plenty non-residential of streets, such as Fremont, Homestead, Grant, etc. that can handle this traffic and at a much lower cost. At a time we continue to increase our taxes to fund schools and other public works, spending the excessive amount of money to build bridges and tear up streets seems unwise. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear. None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here. Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study. Thank you. Nicholas Stavrakos

Comment #: 902 **Name:** Tim Oey
Date: 6/8/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** No
Subject: Friends of Stevens Creek Trail recommended next steps after feasibility study
Comment:

Dear Staff, Working Group Members, and Council Members:

The Friends of Stevens Creek Trail favors bicycle and pedestrian trails that are direct and completely separated from motor vehicles.

We encourage the Four Cities to move forward with a Master Plan for the Creek Corridor/Bernardo Avenue path, a trail between Dale/Heatherstone and Homestead along the creekside public land and Bernardo, because it is the only alignment option identified in the feasibility study that is completely separated and most direct.

As for the segment 3 route from Homestead to Stevens Creek Blvd, we would like a route that is direct, easy, and safe for children and families. We think further study is needed for this segment.

We hope the Master Plan will address all the community and neighborhood concerns that have been raised.

Sincerely,
Tim Oey

Late Comment #: 1 **Name:** Nancy Claunch
Date: 6/10/2015 5:01 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: SCT
Comment:

All,

My choice
Knickerbocker/bernardo/Remington/mary to the bridge/Cupertino bike plan/through college/McClellan Ave to Blackberry Farm to directly connect to Mc Clellan ranch preserve

Late Comment #: 2 **Name:** Felicia Richard
Date: 6/10/2015 5:02 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: About stevenscreek bike routes
Comment:

We already impacted by vehicles dropping off and pick up kids In Belleville and Bedford ave. and also lots of kids who bike to elementary school and middle school. For safety reasons we are don't agree that the bike routes here.

Felicia, Richard

Sent from my iPad

Late Comment #: 3 **Name:** Kiran Mundkur
Date: 6/10/2015 5:04 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject: The Stevens Creek Trail
Comment:

Honorable Representatives

As a 29 resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Kiran Mundkur

Late Comment #: 4 **Name:** Sun Family
Date: 6/10/2015 5:05 PM **Jurisdiction:** Cupertino **Supplemental Document:** NO
Subject: Routes of Stevens creek feasibility Study
Comment:

To whom it may concern,
We are the residents of Cupertino who live on Dempster Ave.
We just learned that Dempster Ave could become the route of Stevens Creek Trail. We are strongly opposed the idea based on the following reasons:
1) there are lots of elder people who live on this street.
2) lots of kids play on this street too
3) somerset park might be gone due the construction.
4) Cost more money if this route is picked.
5) it would be more unsafe towards certain people
Please consider our opinions and make the right decision.
Thanks!

Sun Family

Late Comment #: 5 **Name:** Rekha Mundkur

Date: 6/10/2015 5:07 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO

Subject: The Stevens Creek Trail

Comment:

Honorable Representatives,

As a 17 year resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.
Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Rekha Mundkur

Late Comment #: 6 **Name:** Ronak Mundkur

Date: 6/10/2015 5:08 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO

Subject: The Stevens Creek Trail

Comment:

Honorable Representatives

As a 15 year resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

Ronak Mundkur

Late Comment #: 7 **Name:** Steve Bogart

Date: 6/10/2015 5:12 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO

Subject: Stevens Creek Trail Feedback

Comment:

Dear Representatives;

I'm writing to let you know of my concerns regarding the Stevens Creek Trail extension. I feel that any consideration of placing this trail along Fallen Leaf Lane should be dropped. The reasons are many and varied, including the following:
1) The danger presented by the passage of hundreds of bicyclists, joggers, strollers and walking traffic past the many houses along Fallen Leaf lane would be overwhelming. Cars backing out or entering their driveways would present a deadly danger to the tail users, and the trail users would make access to the houses by their residents very difficult during times of high traffic. The trail is meant to be used, and thus a high volume of traffic is a desired and expected result. It would be irresponsible to put this intended traffic volume at odds with the safety of the users and access of residents.
2) Enjoyment of the trail by its users would be greatly diminished if it were to be situated along a busy street with driveways approximately every 100 feet. Even by taking land from the front yard of residents along Fallen Leaf Lane, the roadway is not sufficient to facilitate automobile traffic, as well as foot and cyclist traffic. It would be akin to asking trail users to run a gauntlet with danger on both sides.
3) A busy trail going through the front yard of all residents along Fallen Leaf Lane would greatly diminish the enjoyment, safety and value of the home owner's property. I don't want a trail through my front yard nor would most anyone else. This has been very clearly articulated by the residents who have shown up in large numbers at City Counsel Meetings.
4) The legal/financial liability to the City of Los Altos for injuries or deaths caused by the conflict of automobile traffic and trail users would be enormous. If accidents occur along the trail, as they surely will, the blame will rest wholly or partially with the City of Los Altos because of their decision, against the wishes of the residents, to place the trail in a location that is known to be dangerous.

Although would enjoy an extension to the trail, please remember that the voting population is made up much more of those people who show up at the public hearings and City Counsel meetings. If this trail extension is placed on a residential street like Fallen Leaf Lane, I am confident you will see the negative repercussions at the next election, if not before.

Thank you for considering my concerns,

Steve Bogart

Late Comment #: 8 **Name:** Savita Gokhale

Date: 6/10/2015 5:17 PM **Jurisdiction:** Sunnyvale **Supplemental Document:** NO

Subject: Stevens Creek Trail Feedback

Comment:

Hi,

I am a resident of Sunnyvale and I live near Belleville. I am extremely opposed to having the trail go through Belleville where it will cause more problems to traffic already difficult due the school traffic. My preference would be to utilize Mary to get to the 280 over pass bridge next to Homestead High School.

Thanks,
Savita Gokhale

Late Comment #: 9 **Name:** Florence Lin
Date: 6/10/2015 5:20 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: No trail on Fallenleaf Lane
Comment:

Honorable Representatives,

As residents living less than one block from Fallenleaf Lane, we feel it is inappropriate to continue the Stevens Creek Trail on Fallenleaf Lane. There is a moderate amount of vehicular traffic on Fallenleaf Lane which will endanger anyone who proposes to use it as a trail. Also, Fallenleaf Lane is not a straight thoroughfare but winds several times before intersecting with Homestead Road.

None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.

For these reasons, we hope the council will reject any proposal for a trail along Fallenleaf Lane. Thank you for your considerations.

Florence Lin

Late Comment #: 10 **Name:** David Simons
Date: 6/10/2015 5:29 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Stevens Creek Trail Feasibility Study
Comment:

Dear City of Sunnyvale,

I wish to support the extension of the trail. I believe that one of the options close to Stevens Creek will work out excellently.

I would like to see the support of this issue to provide this trail extension sooner than later.

In years past I have been disappointed by neighbors of mine who are more concerned with change. But, I have seen the neighborhoods of Cupertino, Mountain View and sections of Sunnyvale survive and flourish after bridges and trails have been added. The nit picking may have been useful to create a nicer trail environment, but it would have been a wrong decision to not have created what the area has already created. And I believe that this applies to this extension as well.

With respect,
David Simons

Late Comment #: 11 **Name:** Jason Williams
Date: 6/10/2015 5:40 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: SCT trail
Comment:

To Whom It May Concern:

I strongly advise against creation of a trail that runs along Bedford Ave and Belleville. Most significantly, there is limited access to these communities and already a problem with traffic/backlog and emergency vehicle access. Additionally, it does not seem fiscally responsible to spend large amounts on creation of new bridges rather than using existing bridge.

Thank you,

Jason Williams

Late Comment #:	12		**Name:**	Lloyd Hiramoto			
Date:	6/10/2015	5:27 PM	**Jurisdiction:**	N/A	**Supplemental Document:**	NO	
Subject:	SCT Feasibility						

Comment:

The Stevens Creek trail as it exists through Mountain View is a great class 1 trail that is protected from vehicles and goes along the creek for the most part. However for the proposed section through Sunnyvale, the options being considered are not even close to the creek (the creek would not be able to be viewed due to all of the private properties) and will not be possible to be a true class 1 trail. Therefore remainder of the Stevens Creek trail should mainly consider safety, cost and effect on the quality of the neighborhoods that it would traverse through.

The routes using both Belleville Way and Fallen Leaf Lane will start to have increased car traffic in the near future with the opening of the Stanford medical clinic at the intersection of Fremont Avenue and Belleville Way. The Belleville Way and Fallen Leaf Lane routes would be used by vehicles to access the future medical center. As it is right now, Belleville Way has quite a bit of traffic from the elementary school on Belleville Way and also from vehicles just cutting through from Homestead Road to Fremont Avenue.

If you look at the amount of resident vehicles parking on Belleville Way, to take away one side of the street for a bike lane would be a ridiculous hardship for the homeowners on Belleville Way and will expose the homeowners to traffic when crossing Belleville to access their home after parking across the street.

Although our economy is doing well now, it would be fiscally irresponsible to construct a new bridge over Hwy 280, especially when one was recently built and is just down the street at the end of Mary Avenue.

Since the portion of the trail through Sunnyvale will never be a class 1 trail, why affect the neighborhoods with all of the changes/disruptions. The focus of the effort should be on defining safe existing routes that provide access to the portions of the class 1 trail.

Thank you,
Lloyd Hiramoto.

Late Comment #:	13		**Name:**	Cherie Walkowiak			
Date:	6/10/2015	5:40 PM	**Jurisdiction:**	Moutnain View	**Supplemental Document:**	YES	
Subject:	Comments in favor of the trail extension						

Comment:

Hello,

Thank you very much for looking into the feasibility of extending the Stevens Creek Trail from Mountain View to Cupertino. I see such a connection as invaluable for bicycle commuters, runners, dog walkers, people pushing strollers, and I'm sure countless others. People will be able to use this for recreation as well as transportation (commuting to work or school, or getting to other nearby places like restaurants, dentist, the pharmacy, or grocery store for those of us who shop by bike (I use a cargo bike and double stroller for a week's worth of groceries for my family of four, but a backpack is all one needs to carry a small load).

I would love to see a connection that is 1) safe enough for children, 2) appealing, and 3) as direct as possible.

My preference would be to create a true trail the length of the creek, preserving or restoring the natural scenic beauty such as Mountain View has done.

My second choice would be to build a combination of trails where feasible, and protected bikeways otherwise, keeping bicyclists separated from both cars and pedestrians with a physical separation. Protected bike lanes are also called separated bike lanes, cycle tracks, and in California - Class IV bike lanes. With protected bike lanes, cyclists are separated from cars by landscaping, elevation (like a sidewalk for bikes), a curb, parked cars, planter boxes, or bollards. I've attached a photo of a beautiful protected bike lane on Polk in San Francisco. For more images, here is a photo album on protected bike lanes in North America: https://www.flickr.com/groups/northamericancycletracks/pool/

See the Federal Highway Administration's Separated Bike Lane Planning and Design Guide for specifics on how to design them, here: (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

The guide leaves something to be desired in the intersection section. Protected intersections are the perfect complement to protected bike lanes, as they keep the cyclists separated from cars even through the intersection, with safety islands where cyclists can wait for their green light, bicycle signal heads to separate car flow from bike flow if needed, a forward stop bar that creates very good visibility between the person biking and driving, and setback crossings which create a safe place for cars to wait for a cyclist to cross in front of him or her. Learn more here: www.protectedintersection.com

image

Protected Intersections for Bicyclists
This site will develop into a clearinghouse for exploration, examples, images, references related to the Protected Intersection design concept. Learn more in th
View on www.prote...
Preview by Yahoo

Looking at the map in the SCT feasibility study, it seems to me that Bernardo would be the most direct route if a creekside trail is not an option. If there is room on Bernardo for protected bikeways, that would be my second choice for alignment. If there is not enough room on Bernardo, then one of the roomier streets would be my preference. Protected bike lanes are best suited for streets that have a posted speed limit greater than 25mph, or where there is heavy traffic flow or a lot of kids, like in front of schools.

Thank you very much for considering my ideas,
Cherie Walkowiak
Mountain View resident

Late Comment #: 14 **Name:** June Cheng
Date: 6/10/2015 5:42 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject: Stevens Creek Trail
Comment:

Esteemed Representatives:

I oppose the Stevens Creek Bike trail running through Fallen Leaf Lane in Los Altos. I feel it is very dangerous due to the high amount of speeding traffic and residents not able to see the numerous bikers in the neighborhood.

None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Thank you for your consideration and for respecting our neighborhood and home.

Best regards,

June Cheng

Late Comment #: 15 **Name:** Jeral Poskey
Date: 6/10/2015 6:01 PM **Jurisdiction:** N/A **Supplemental Document:** YES
Subject: Goodle feedback regarding Stevens Creek Trail Extension
Comment:

Attached is Google's feedback regarding the Stevens Creek Trail extension, as a PDF file.

Jeral Poskey

Late Comment #: 16 **Name:** James Lee
Date: 6/10/2015 6:13 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: No Subject
Comment:

our family and I live on Belleville and we DO NOT wish the trail to be routed through our street.

Late Comment #: 17 **Name:** Venki Sesgaadri

Date: 6/10/2015 7:15 PM **Jurisdiction:** N/A **Supplemental Document:** NO

Subject: Cupertino stevens creek trial proposed extension feedback

Comment:

Hi, my name is Venki Seshaadri and I am a resident of the Phar Lap/Mann/Madera Drive neighborhood.

As a resident living on Madera Drive, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

Another major concern for myself personally, is the safety of my three very young children. We are the second to last house on Madera and live on a dead end street where the primary traffic is from residents living there. They are accustomed to playing in the front yard and riding their bikes in front of our house on the street. I absolutely would no longer feel safe to allow my children this kind of freedom with the proposed route through our neighborhood.

I respectfully ask the working group and city council members to take Phar Lap/Mann/Madera Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Yours Sincerely,

Venki Seshaadri

Late Comment #: 18 **Name:** Jim Frankola

Date: 6/10/2015 7:16 PM **Jurisdiction:** Saratoga **Supplemental Document:** NO

Subject: Trail Extension

Comment:

Hi,

I am in strong support to the trail extension. I live in Saratoga and have worked in various locations in the bay area such Sunnyvale and Palo Alto. I would like to bike to work more often, but the roads are dangerous, especially with the heavy use of smart phones.

A dedicated trail (separated from car traffic) would be a fantastic investment for the area. It will allow us to house more people in our limited real estate, raise the quality of life, reduce car traffic, promote healthier living, etc.

Regards,
Jim Frankola

Late Comment #:	19		**Name:**	Trisha Vavak			
Date:	6/10/2015	8:14 PM	**Jurisdiction:**	N/A	**Supplemental Document:**	NO	
Subject:	NO UNSAFE IN RESIDENTIAL FAMILY NEIGHBORHOOD CHILDREN						

Comment:

Dear Feasibility Study,

I attended the meeting in Mountain View and spoke against the Stevens Creek Trail going Through residential neighborhoods.

I live on Maxine Avenue in Homestead Villa. It's a quiet safe neighborhood that has been There for 63 years. The neighborhood has many families with lot of small children. There are Even more children playing in the neighborhood on the weekends when visiting friends and Families in this family neighborhood.

Maxine Avenue has many families with small innocent Children that play on the sidewalk and Street. There are babies. Toddlers learning to walk, children learning to ride bikes with training wheels Children that ride their bikes and children that just play. It is not safe to have any bike lanes or Trails through a family neighborhood with children. Many of the bike riders ride fast and in Packs of 10-12 riders. If they hit a little child that accidently ran in their path it would probably be A fatality. A fatality that should never been allowed to happened because of unsafe bike lanes And bike trails going through residential family neighborhoods.

There is also a day care center on Maxine Avenue that has parents dropping of their little ones And picking them up. Too many little innocent children on Maxine Avenue to have unsafe bike Lanes and unsafe bike trails.

This is a feasibility to study to see what is feasible and safe for children that live and play in residential Neighborhoods. IT IS NOT FEASIBLE TO SAFELY PUT BIKE LANES OR BIKE TRAILS IN RESIDENTIAL FAMILY NEIGHBORHOODS! It is too dangerous and not worth the life of an innocent child.

I sincerely hope the 4 cities involved in making final decisions concerning the Steven Creek Trail will Not allow any bike lanes or trails that put innocent children's lives in danger.

Sincerely,

Trisha Vavak

Late Comment #:	20		**Name:**	Rohan Iyer			
Date:	6/10/2015	8:35 PM	**Jurisdiction:**	Cupertino	**Supplemental Document:**	NO	
Subject:		No subject					

Comment:

Hi, my name is Rohan Iyer and I am a resident of the Phar Lap/Mann Drive neighborhood.
As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Late Comment #:	21		**Name:**	Rachel Hwang			
Date:	6/10/2015	8:48 PM	**Jurisdiction:**	N/A	**Supplemental Document:**	NO	
Subject:	To the Stevens Creek Trail Feasibility Study Committee						

Comment:

To the Stevens Creek Trail Feasibility Study Committee,

As a resident of the Phar Lap Drive neighborhood, I think the proposed bike path through the Phar Lap Drive and Mann Drive is a terrible idea for many reasons.

There are many existing yet underused bike paths throughout our cities and bike bridges joining our cities. Instead of spending the large budgets on building more bridges and bike paths, I think it would be far more beneficial to enhance the safety and accessibility of our existing bike lanes to entice far more citizens to bike in our cities. The biggest hinderance to biking that I know from talking to fellow citizens of our cities is the thought that biking throughout our cities is extremely dangerous due to the motorists and other vehicle traffic. Providing additional bike paths through residential neighborhoods does not do anything to solve these issues. The same dangers will continue to exist in our cities' bike lanes and people will continue to be deterred from biking for fear of their lives. The same issue will exist within the neighborhoods housing the proposed new bike lanes. As cars continually back in and out of driveways, bikers are going to be continually put in harm's way. I do not feel that the proposed plan provides any mechanisms to help alleviate these fears and dangers in any way.

Instead of spending the money building more bridges, it would be better if the budget were put towards upgrading the existing bike lane infrastructure that our cities have. Building barricades along the bike lane to help shield bikers from motorists and large trucks will go a much longer way in preventing accidents than a neighborhood bike path will. For example, the poor boy who was crushed by the truck on McClellan Road could have easily been protected by a physical barrier separating the bike lane from the car lanes. Work could also be done to help raise the visibility of bikers to motorists, such as by including designated spaces for bikers to wait in traffic at an intersection as well as better designing our intersection stop lights to be more accommodating for bikers. These improvements to our existing infrastructure will do far more for promoting the popularity of bike riding in our cities than a neighborhood bike path will ever be able to accomplish. These plans have been rolled out in cities around the world with great effect and we would do well to observe biking friendly cities around the world and learn from their examples, rather than forging ahead with an irresponsible plan for a neighborhood bike path.

The proposed plan is also not well thought through. Every week, hundreds of garbage cans, recycling cans, and yard waste cans are placed on the street in the neighborhoods where the proposed bike path will run. These will serve as recurring and dangerous obstacles that bikers will have to avoid, leading to many more potential accidents as bikers and motorists attempt to swerve around the cans and each other. Someone is bound to be hurt, and one deadly accident is enough to deter everyone from ever trying to bike again, leading to a completely wasted project.

Please reconsider proceeding with the proposed plan and instead look to the role models of successful biker friendly cities around the country such as Copenhagen and Amsterdam.

Rachel

Sent from my iPhone

Late Comment #: 22 **Name:** Leslie Robets

Date: 6/10/2015 9:04 PM **Jurisdiction:** Sunnyvale **Supplemental Document:** NO

Subject: Stevens Creek Trail

Comment:

As a long time Sunnyvale resident, and a homeowner on Bedford Ave. for the past 26 years, I feel turning our neighborhood streets into an extension of the Stevens Creek Trail would not only be disruptive, but dangerous, and very expensive!

Not only would it be expensive to convert the neighborhood streets, but adding bike lanes to our streets would narrow them to the poin of being unsafe! Trying to make more room by converting traffic to one way would not work on some of them, Bedford being one, because of where the entrance and exits to the street are situated, and removing parking on one side would cause major problems. (i.e. How do you access your driveway & garage? Where do contractors park when you need to have work done? What about emergency vehicles??)

Bedford and Belleville, are relatively quiet streets, except during West Valley Elementary School drop-off and pick-up, or when any type of school activity is going on! It gets more than a little busy as parents are parked anywhere they can find a spot in the school lot or anywhere on the streets. Not only the auto traffic, but there is a great deal of pedestrian and bike traffic as well, with older kids walking or biking to or from school and some parents or grandparents walking or biking to the school for pick up. School related weekend activities are also very busy, plus there are soccer camps run at the school on Saturday mornings. Adding trail access on either of these streets does not make for a safe environment.

One other concern is property value! I have heard from the Friends of the Trail, that trails increase property value of homes, and perhaps that's true in some incidences, but not when the residential street that runs in front of your house has been converted into a one-way street or parking on one side has been removed, simply to access that trail. I believe the convenience of access to your home would trump the access of a trail.

There are options that make more sense and would seem to be more fiscally responsible. Upgrading the existing infrastructure on Fremont and Mary, which could lead to the already available bridge over 280, is one such option. It would be less expensive than starting from scratch in the neighborhoods, and it would definitely be safer and less disruptive. Fremont to Grant or Foothill, then crossing under 280 by way of Foothill is another option that would certainly be less expensive and not as disruptive.

One of the main reasons my husband and I continue to live in the Bay Area, is because of the beauty that surrounds us. We have the ability to be at the beach, in the mountains, or even on a beautiful trail, within a very short period of time! I understand the desire for a trail that extends from the bay to the ocean; I'd even like to see it completed! What a wonderful way to see the beauty that surrounds the urban areas of the South Bay! I am NOT against the trail, but I am against what is being proposed! I am concerned our property value would drop (as should the city be) and I am opposed to the permanent and life changing disruption that would be caused by these actions.

Thank you for considering my view.

Leslie Roberts

Late Comment #: 23 **Name:** Ralph Lie & Bailan Ren

Date: 6/10/2015 9:07 PM **Jurisdiction:** N/A **Supplemental Document:** NO

Subject: Stevens Creek Trail

Comment:

Hello,

We are residents in the Oakdell Ranch neighborhood. We are strongly against the plan to build a bike path passing the Phar Lap/Mann streets.

Best regards,

Ralph Liu & Bailan Ren

Late Comment #:	24		**Name:**	Bruno and Marion Querenet			
Date:	6/10/2015	10:13 PM	**Jurisdiction:**	Los Altos	**Supplemental Document:**	NO	
Subject:	Feedback of the Stevens Creek Trail						

Comment:

Dear Representatives

The results of the Stevens Creek Trail technical study is of great concern to the community of people leaving on or near the proposed trail routes in our residential area.

The Citizens for Responsible Trails (CRT) has done a remarkable job analyzing the feasibility study, highlighting and suggesting alternatives which leverage as much as possible existing infrastructure and benefit more our community. Enhancing, through the trail, the security of all students bicycling to go to school would be, for example, a huge additional benefit which needs to be considered.

The neighborhood has been vocal multiple times on its desire to be heard. The city council has been reluctant so far to take action. The first time that the work done for the feasibility study was brought as an agenda item to the city council, the decision taken had been to wait for the results of the feasibility study. Now that this study is out, we have been told (city council meeting - June 09) that it would only become an agenda item once recommendations will be issued. Will it really be? What influence will the city still have if the recommendations do not include some of the options which are detailed in the CRT document?

The recommendations should take into account the voices of Los Altos citizens. Certain options are not acceptable and should not be included as options to consider, other options, not considered in the feasibility study, should be included. By delaying the review of the work done, the city council is empowering the study group to continue its work without a set of constraints which represent the reasonable voice of concerned citizens.

Let's take one clear example concerning Fallen Leaf lane. We have been told 3 times that the city would not approve options including the widening of the street for the trail, but this is still one of the options highlighted in the study. Why? It would lead to the destruction of numerous, beautiful trees and vegetation on each side of the street, eliminating what constitute one of the great aspect of this street and its neighborhood.

Fallen Leaf lane, like other connecting streets, crosses a lot of adjacent streets. Each cross is a potential hazard for bicyclists and pedestrians. Using residential streets like Fallen Leaf Lane, for the trail is not a safe solution and other solutions should be given priority. That should have also been shared with the study group to narrow down options to those acceptable for our community.

We could benefit from a continuation of the trail by just breathing new life into existing infrastructure. Funds not allocated on some options suggesting new infrastructure could be spent on other priorities serving the community. Before millions of dollars are being committed, as representatives of our community, please consider its use under the principle of fiscal responsibility.

With our best regards,

Bruno and Marion Querenet

Late Comment #: 25 **Name:** Lisa Chung
Date: 6/10/2015 11:35 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Stevens Creek Trail
Comment:

Dear Staff:
My name is Lisa Chung. I own the property at Christina Drive, which places our house's sideyard on Fallen Leaf Lane.
I prefer:
1. The Fallen Leaf Lane trail route and
2. The Bernardo route
3. I would welcome painted bike lanes on Fallen Leaf Lane and not a full Class 3 bike lanes. Failing that, I believe that the least that can be put on Fallen Leaf Lane would be way-finding signs (again, because my neighbors who fear the trail designation would rather kill the project altogether with the philosphy it must be a "real trail" and land would have to be purchased, or a fully separated lane must be built -- not on their street but on someone else's street, preferably Mary Avenue.
4. Eliminating parking on Bernardo Ave is probably a non-starter, but I bet there is a way to include street parking and you've already thought of it.
I do not know if you can designate two streets, but I believe it would split up some of the trail usage (and be more palatable to my neighbors who seem to think that bikes are more dangerous than cars).
They are quieter and more conducive to recreational cyclists, and families could cycle these streets more safely than Mary Avenue, if the trail is merely a bicycle lane. The route on Fremont Avenue to Fallen Leaf is a more challenging, and dangerous for cyclists to get to, particularly with the Lucile Packard Medical building planned at the old Stauffer Chemical site at Fremont and Belleville.
Trail improvements, such as a designated bicycle lane, would make it safer for neighborhood children, my child included, to ride a bike on Fallen Leaf Lane.
I grew up on the Christina Drive when our family moved there in 1960, when there were no neighbors on one side of the last two blocks of Fallen Leaf Lane, just Alexander Clay's orchard. I rode my bicycle as a child on these streets. Bicycles with cars on these streets weren't dangerous then because people actually drove the speed limit. They are dangerous now because of cars and my neighbors (and cut-through drivers) drive too fast. I rode on Stevens Creek Blvd., Homestead Road and Foothill Blvd. without fear as a teen. I would be fearful now, because people are too distracted and drive too fast.

I realize this is late, after 5 p.m., but you should know there is at least one property owner along Fallen Leaf Lane who favors the route on Fallen Leaf Lane.

Lisa Chung

Late Comment #: 26 **Name:** Norma N. Reiss
Date: 6/11/2015 8:12 AM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject:
Comment:

Los Altos Representative:

i strongly object to using Fallen Leaf Lane as a path for the trail!
it is now too narrow for cars coming in either direction at the same time.....a trail would serve to make it even more unsafe! Taking land by eminent domain would change the nature of the neighborhood and it is too winding with many blind spots and therefore unsafe as a trail.
Mary avenue is a wider street that already has bike lanes and could serve the needs of
trail users very well!
Using Grant road would also be a great alternative!

There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.

Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.

Norma N. Reiss

Late Comment #: 27 **Name:** Michael Rizkalla
Date: 6/11/2015 9:14 AM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Stevens Creek Trail
Comment:

Dear Staff, Working Group Members, and Council Members,

I would like to provide my opinion on the options for the extension of the Stevens Creek Trail in particular between Fremont and Homestead.

My kids ride to Cupertino Middle School every day via Bernardo avenue. Unfortunately, this road is extremely unsafe for kids on bicycles as there is no bike lane against the sound wall. So they either ride on the wrong side of the road or on the sidewalk. Both of which have their issues. I understand one option for the Stevens Creek Trail between Fremont and Homestead avenues is to use part of Bernardo road. I strongly encourage the Four Cities to move forward with Bernardo Avenue path.

Thank you,

Michael Rizkalla

Late Comment #: 28 **Name:** Keti Mikelj
Date: 6/11/2015 1:36 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Do Not Use Fallen Leaf Lane
Comment:

I vote that Fallen Leaf Lane should not be considered as a route for the Trail.

Keti Mikelj

Late Comment #: 29 **Name:** Nino Mikelj
Date: 6/11/2015 1:37 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Do Not Use Fallen Leaf Lane
Comment:

I vote that Fallen Leaf Lane should not be considered as a route for the Trail.

Nino Mikelj

Late Comment #: 30 **Name:** Hsiao Yen
Date: 6/11/2015 10:18 PM **Jurisdiction:** Sunnyvale **Supplemental Document:** YES
Subject: Stevens Creek Trail
Comment:

Two photos of Bernado St. in a non-school-day afternoon commuting hours. On school days, it is worse before and after classes, because lots of parents are waiting and driving along the narrow street.

Best Regards
Hsiao Yen

Late Comment #:	31		**Name:**	Scott McDonald		
Date:	6/12/2015	7:14 AM	**Jurisdiction:**	Cupertino	**Supplemental Document:**	NO
Subject:	Stevens Creek trail through Cupertino, etc…					

Comment:

I have been riding bikes in the Saratoga/Cupertino/Los Altos/Sunnyvale area for 50 years. I moved from road biking to mountain biking in 1987 because of traffic. Bike lanes help, but there are still too many cars on the road. Trails like the Los Gatos Creek Trail and Stevens Creek trail are awesome and helpful to encourage hiking and riding.

Please extend the creek trail as far as possible through Cupertino, Los Altos and Sunnyvale. I use the trail now and would love to see it extended to my Monta Vista neighborhood!

Thanks,

Scott McDonald
Cupertino (Monta Vista) resident

Late Comment #:	32		**Name:**	Karen Doris-Hampton		
Date:	6/12/2015	11:16 AM	**Jurisdiction:**	N/A	**Supplemental Document:**	NO
Subject:	Stevens Creek Trail Connected Vision					

Comment:

This extension would be a wonderful addition to our community! My husband and I regularly use the trail starting to the north of our residence. Having the extension to the south would be welcome and make it easily available to many more. Please consider this worthwhile proposal!

Sincerely, Karen Doris-Hampton

Late Comment #: 33 **Name:** Milind Khandekar

Date: 6/13/2015 9:30 AM **Jurisdiction:** Sunnyvale / Cupertino **Supplemental Document:** NO

Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail

Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We ride the trail daily from Dale / Heatherstone towards Moffet. We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:

Maximize Trail

Of the feasible trail options, the one that maximizes trail and minimizes both distance and interactions with cars (particularly at intersections) is:
Dale / Heatherstone to Fremont - trail goes along the creek and would be just like the rest of the trail in Mountain View. This option also opens up 22 acres of new park land.

Fremont to Homestead - trail goes over Fremont on a new bike/ped bridge and onto Bernardo with the lane next to the sound wall converted into a linear park. This would require Bernardo to either become a 1 way street or 2 way with limited on street parking. Thus bicycle and pedestrian transportation along Bernardo would be greatly improved but car transportation would be less convenient for residents on Bernardo. The trail and soundwall could be made much more beautiful than what exists now on Bernardo. Traffic flows around Cupertino Middle might be improved (a traffic study would be required to ensure a positive outcome).

Homestead to Stevens Creek Blvd - trail goes on new bridge or widening of existing Homestead bridge over 85, then there would be an at grade crossing onto Maxine/Peninsular or Barranca/Penninsular, a new bridge over 280 landing on Madera, then down Phar Lap. This connection is the shortest from Homestead to the current trail segment in Cupertino and minimizes intersections. The bridges over 85 and the one over 280 would be trail experiences separated from cars. The on street routes on Maxine, Peninsular, Barranca, Madera, and Phar Lap, while not true trails, would be the closest you can get to a trail-like experience on any of the streets included in the Feasibility study since these are all quiet streets with no motorized through traffic.
This route would likely be among the most expensive options -- somewhere around $40 million based on current rough estimates.

Unfortunately using the existing tunnel under 280 next to the creek is currently deemed infeasible because Caltrans would not allow its use and it would require acquisition of at least some private land on the south side of 280. Nonetheless, some are pushing to have this reconsidered because using an existing tunnel is much cheaper than building a new bridge and the tunnel option would open up yet more new park land and include more trail than the new bridge option. It would still involve use of some relatively quiet streets.

Thank you for your consideration.

Sincerely,
Milind Khandekar
Sunnyvale and Cupertino owner

Late Comment #: 34 **Name:** Patrick Grant
Date: 6/13/2015 11:29 AM **Jurisdiction:** Sunnyvale **Supplemental Document:** NO
Subject: Red Herring using rail line to Los Gatos trail as sub for Stevens Creek Trail
Comment:

Dear Councils,
You likely have received some emails along line of
"It's now feasible to route the SCT along a active railroad, completing a route from Baylands to Los Gatos"
While miracle cure is hoped, this is clearly a red herring by members of (Citizens for Responsible Trails, CRT. Look carefully the proposal is to travel along rail road to Los Gatos, crossing over many busy major streets (Stevens Creek, Bubb, McClellan, Sunnyvale Saratoga, Cox, Saratoga, Quinto, Pollard, Prospect, and Winchester) before arriving at Los Gatos Trail in Los Gatos.

Cost of all these bridges and actual loss of rail service dwarfs anything proposed for Stevens Creek.

The rail corridor is often only 50 feet wide and cannot accommodate a side by side path. Federal law and liability prohibits use of active rail lines as pedestrian paths.

This is taking 30 mile detour around a 2 mile gap. This is certainly alien to what CRT espouses and is just extreme NIMBY at its worst.

Regards
Patrick Grant
Sunnyvale

Late Comment #: 35 **Name:** John Seyfarth
Date: 6/14/2015 9:35 AM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject: Stevens Creek Trail Extension I Support Creek alignment Oppose on Street alignments
Comment:

We have a wonderful community resource currently available in the off street trail along Stevens Creek that has been constructed so far from the Bay to Mountain View.
As a Los Altos resident who frequently uses the Stevens Creek Trail for both recreation and commuting, I want to express my support for a route which continues and expands the Stevens Creek Trail as parkland, not just city street bike lanes. The parkland adds tremendously to the our local Quality of Life.
While the bike lane approach facilitates transportation it does not contribute to our community in the same way as park land. Please support the creek alignments. Maximize the chance to get away from the constant hustle bustle of streets and car traffic. Let's not let this opportunity slip away.

John Seyfarth
Los Altos,Ca.

Late Comment #: 36 **Name:** Shannon Jones
Date: 6/14/2015 10:30 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject: Serious concerns about Stevens Creek trail on Fallen Leaf
Comment:

ello, I am a resident of Los Altos and my house is on the corner of Holt and Fallen Leaf lane. While I support bike trails in my community, I have serious concerns about this trail running down Fallen Leaf lane.
I'm concerned about property values being negatively affected when the front yards of Fallen Leaf residents will be reduced so significantly (and the side yard of my Holt Avenue home).
I'm concerned about privacy, safety, noise, and tranquility at my property with a bike trail so close to my home (my side yard is on Holt Avenue).
I'm concerned that a bike trail on residential streets will be disruptive to my neighborhood.
I'm also concerned about the safety of bikes and cars sharing Fallen Leaf Lane.
I urge you to pursue the other options available for this trail for the reasons I have listed above.

Sincerely,
Shannon Jones

Late Comment #: 37 **Name:** Tony Stieber

Date: 6/15/2015 12:23 PM **Jurisdiction:** N/A **Supplemental Document:** NO

Subject:

Comment:

Dear Planners,

Thank you very much for all your efforts with public outreach!

As a bicycle commuter, my criteria for Stevens Creek Trail development are:

1. Ideally all trail extensions should be separated from traffic (including low-traffic streets that have cars backing out of driveways)

2. I typically ride between West San Jose and Palo Alto, and I very much appreciate a trail that allows me to complete my commute at a reasonable speed with safety for pedestrians as well as for bicyclists being the top priority. Currently I am fortunate in having about 9 miles of my approx. 17 mile commute on excellent trails, much of it on the Stevens Creek Trail.

3. Ideally, the trail routing would be planned in such a way that the trail can be widened in the long term so that pedestrians and cyclists can be separated as traffic increases. I have observed that southbound bicycle traffic (presumably from Google) can be quite intense weekday evenings and it requires care also from northbound cyclists and pedestrians to avoid accidents.

Thank you!

Tony Stieber

Late Comment #: 38 **Name:** Vaishali Krishnan

Date: 6/15/2015 1:32 PM **Jurisdiction:** Sunnyvale **Supplemental Document:** NO

Subject: Stevens Creek Trail Extension

Comment:

To Whom It May Concern,

I am a resident of Sunnyvale and use the Stevens Creek Trail to commute to work, as well as for family activities. I am so thankful it exists - it is a much safer route than commuting, or riding with small kids, via streets populated with cars and other vehicles. I hope the trail extension going into Los Altos and to Cupertino is successful. I look forward to taking my kids over to Cupertino via the trail, instead of along Mary as we do at the moment. My 6 year old recently learned to ride her bike without training wheels, and in spite of the bike lane on Mary, I know that the trail option would be safer and a less stressful riding experience for her as well as me.

I feel the trail is a jewel of our area. My young children love it and we enjoy our impromptu nature lessons as we see the different flora and fauna on our rides. My daughter loves to point out "the blue bridge" each time she sees them when we are driving on Highway 85, and we plan our future rides based on some of those discussions. Because of the trail, we are able to access areas without any need of our car, making it an environmental asset as well as a safer option.

We pay our fair share of taxes for the roads and I do not begrudge those. However, I firmly believe that my tax dollars must also be spent on efforts such as the Stevens Creek Trail, specifically the extension.

Thank you,
Vaishali Krishnan

Late Comment #: 39 **Name:** Shahin Engleman
Date: 6/16/2015 8:50 AM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: Stevens Creek Trail options
Comment:

Dear City of Sunnyvale,

I am a resident of Los Altos and wanted to comment on the Stevens Creek Trail Joint Cities Feasibility Study.

Unfortunately, I was out of town during the meetings held for the public. I have since read the article in the 6/3/15 edition of the Los Altos Town Crier.

In looking at the map of options for the trail, I am very concerned about the option of Fremont Avenue and Grant Road since those are extremely busy roads with heavy traffic. For the safety of cyclists (both youth and elderly), minimizing the amount of busy roads would make a lot of sense. For that reason alone and other reasons, it would be best to stay away from the Fremont Avenue and Grant Road option. As it is, traffic is a nightmare for the residents in that area and we cannot add anything to that problem. Mountain View High School and Oak Elementary School bring very heavy traffic with them as well. It takes many Los Altos and Mountain View residents a very long time to navigate through Fremont Avenue and Grant Road.

Please do NOT choose the trail option that extends to Fremont Avenue and Grant Road.

Thank you very much.

Shahin Engleman

Late Comment #: 40 **Name:** Rich Condon
Date: 6/16/2015 10:11 AM **Jurisdiction:** Sunnyvale **Supplemental Document:** NO
Subject: Changes to Bernardo for the extension of the Stevens Creek Trail pathway
Comment:

The proposed solution to make Bernardo a one way street to accommodate a trail is a very bad decision which is very short sighted in my mind.
I believe that those who are considering this as a possible solution to provide a commute / trail pathway for those who live in Cupertino / Saratoga area's to get to the North Shoreline companies and recreation area's, are seriously missing the mark on their desired objective.

I am an avid cyclist and and resident of Sunnyvale on Cascade Drive near Bernardo for over 20 years and I am deeply concerned with the lack consideration for the area residents that this proposed negatively impacts.
Our neighbors are already experiencing increased traffic from multiple sources:
1. Traffic that spills over on to our streets, as a way to bypass the everyday back of traffic on Hwy 85.
2. During the school year Bernardo is impacted by the number of parents dropping student off at Cuperinto Middle school and on the weekends, the traffic is generated by the soccer and baseball games at the 3 different parks in the area.

I believe strongly that we do need a bike trail along or near the Hyw 85 corridor for cyclist/ joggers to use for commute or recreation, that would be a sensitive to the area residents and a desired amenity which we can be proud to have in our neighborhood.

I was unable to attend the public meetings on this issue because of business travel, but would be happy to meeting and discuss my opinion in person. Please feel free to contact me at 408-591-8882 or my email rich.con1967@gmail.com

Respectfully,
Rich Condon

Late Comment #: 41 **Name:** Rachel Hwang

Date: 6/10/2015 8:48 PM **Jurisdiction:** Cupertino **Supplemental Document:** NO

Subject: Fwd: FW: To the Stevens Creek Trail Feasibility Study Committee

Comment:

To the Stevens Creek Trail Feasibility Study Committee,

As a resident of the Phar Lap Drive neighborhood, I think the proposed bike path through the Phar Lap Drive and Mann Drive is a terrible idea for many reasons.

There are many existing yet underused bike paths throughout our cities and bike bridges joining our cities. Instead of spending the large budgets on building more bridges and bike paths, I think it would be far more beneficial to enhance the safety and accessibility of our existing bike lanes to entice far more citizens to bike in our cities. The biggest hinderance to biking that I know from talking to fellow citizens of our cities is the thought that biking throughout our cities is extremely dangerous due to the motorists and other vehicle traffic. Providing additional bike paths through residential neighborhoods does not do anything to solve these issues. The same dangers will continue to exist in our cities' bike lanes and people will continue to be deterred from biking for fear of their lives. The same issue will exist within the neighborhoods housing the proposed new bike lanes. As cars continually back in and out of driveways, bikers are going to be continually put in harm's way. I do not feel that the proposed plan provides any mechanisms to help alleviate these fears and dangers in any way.

Instead of spending the money building more bridges, it would be better if the budget were put towards upgrading the existing bike lane infrastructure that our cities have. Building barricades along the bike lane to help shield bikers from motorists and large trucks will go a much longer way in preventing accidents than a neighborhood bike path will. For example, the poor boy who was crushed by the truck on McClellan Road could have easily been protected by a physical barrier separating the bike lane from the car lanes. Work could also be done to help raise the visibility of bikers to motorists, such as by including designated spaces for bikers to wait in traffic at an intersection as well as better designing our intersection stop lights to be more accommodating for bikers. These improvements to our existing infrastructure will do far more for promoting the popularity of bike riding in our cities than a neighborhood bike path will ever be able to accomplish. These plans have been rolled out in cities around the world with great effect and we would do well to observe biking friendly cities around the world and learn from their examples, rather than forging ahead with an irresponsible plan for a neighborhood bike path.

The proposed plan is also not well thought through. Every week, hundreds of garbage cans, recycling cans, and yard waste cans are placed on the street in the neighborhoods where the proposed bike path will run. These will serve as recurring and dangerous obstacles that bikers will have to avoid, leading to many more potential accidents as bikers and motorists attempt to swerve around the cans and each other. Someone is bound to be hurt, and one deadly accident is enough to deter everyone from ever trying to bike again, leading to a completely wasted project.

Please reconsider proceeding with the proposed plan and instead look to the role models of successful biker friendly cities around the country such as Copenhagen and Amsterdam.

Rachel

Late Comment #: 42 **Name:** Nick Saleh

Date: 6/17/2015 2:40 PM **Jurisdiction:** N/A **Supplemental Document:** YES

Subject: Fwd: Caltrans comments

Comment:

Attached is draft Caltrans comments

Official letter will follow. Please acknowledge the receipt of this email.

Thanks
NS

Late Comment #: 43 **Name:** Sandra Robin

Date: **Jurisdiction:** N/A **Supplemental Document:** NO

Subject: Stevens Creek Trail - bike, walk

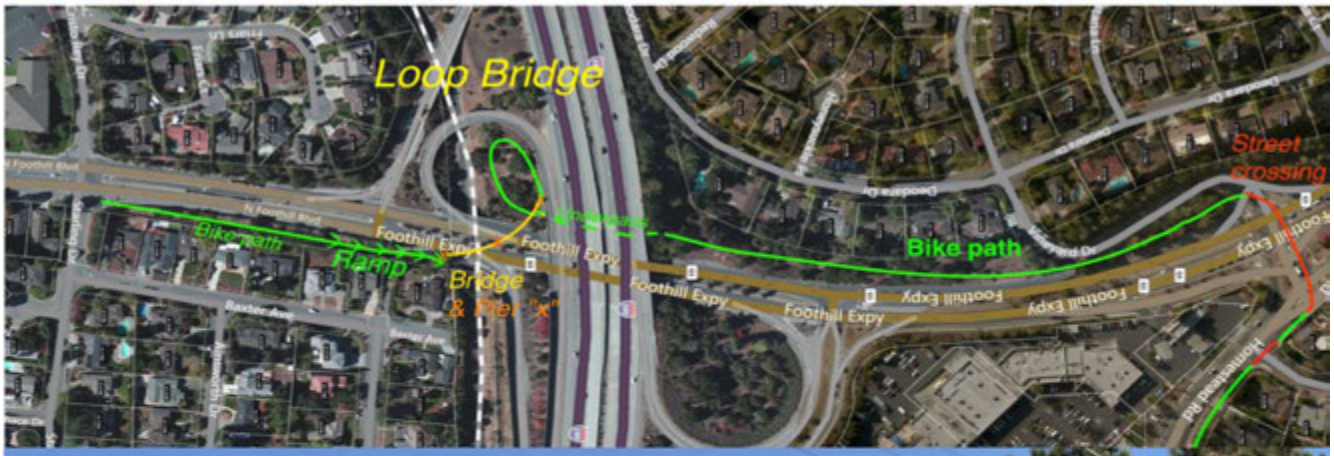
Comment:

My main concerns is the additional overpass being considered to continue this trail using Mann Dr. / Phar Lap street as a connector. We have a bike overpass at Mary, and Foothill. The bikes could use the McClellan extit to get to Foothill, and avoid the steep grade up Stevens Creek.

Supplement to Comment # 2
Name: Eileen Chun

(1) A fast moving car will pass over the center line and head into oncoming traffic. (2) A bike trying to make a left turn onto Morton is at risk given the short time from view of sight to slowing down. (3) A speeding car could instead over compensate on the curve and force a bike to the right off the road.

Supplement to Comment # 6
Name: Pat Grant



New concept to Cross I280 along Foothill
FOOTHILL LOOP BRIDGE

Supplement to Comment # 7
Name: Pat Grant

Supplement to Comment # 9
Name: n/a

Supplement to Comment # 16 (01 of 47)
Name: Pat Grant

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Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
Grand Total	2	3	2	0	7	0	5	2	0	7	4	0	2	0	6	1	11	0	0	12	32
Apprch %	28.6	42.9	28.6	0		0	71.4	28.6	0		66.7	0	33.3	0		8.3	91.7	0	0		
Total %	6.2	9.4	6.2	0	21.9	0	15.6	6.2	0	21.9	12.5	0	6.2	0	18.8	3.1	34.4	0	0	37.5	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total Volume	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
% App. Total	0	100	0	0		0	66.7	33.3	0		75	0	25	0		11.1	88.9	0	0		
PHF	.000	.500	.000	.000	.500	.000	.500	.250	.000	.375	.375	.000	.250	.000	.500	.250	.667	.000	.000	.563	.583

Supplement to Comment # 16 (02 of 47)
Name: Pat Grant

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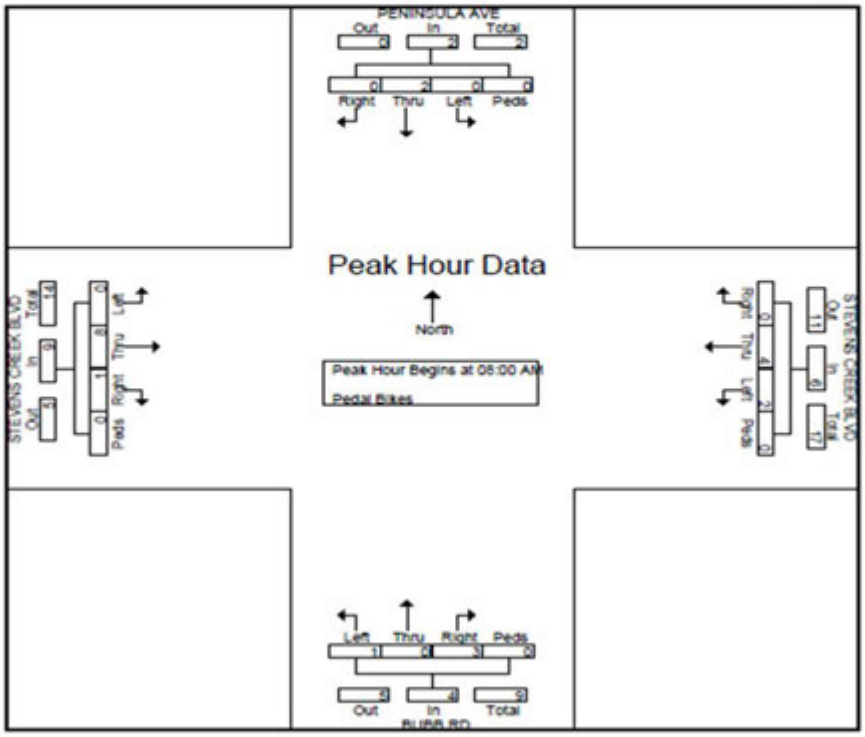

Supplement to Comment # 16 (03 of 47)
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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	10	1	23	0	34	6	148	48	0	202	132	4	48	0	184	9	169	4	0	182	602
07:45 AM	8	5	22	1	36	10	157	105	0	272	96	1	24	0	121	28	116	1	0	145	574
Total	18	6	45	1	70	16	305	153	0	474	228	5	72	0	305	37	285	5	0	327	1176
08:00 AM	8	15	21	1	45	5	185	113	0	303	105	5	46	0	156	53	120	2	0	175	679
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
Total	54	27	100	3	184	38	846	468	1	1353	506	13	168	1	688	101	594	12	3	710	2935
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
09:15 AM	4	1	24	5	34	19	172	80	2	273	115	1	24	2	142	18	169	1	0	188	637
Grand Total	84	39	187	13	323	84	1529	796	7	2416	1000	20	313	7	1340	189	1224	23	3	1439	5518
Apprch %	26	12.1	57.9	4		3.5	63.3	32.9	0.3		74.6	1.5	23.4	0.5		13.1	85.1	1.6	0.2		
Total %	1.5	0.7	3.4	0.2	5.9	1.5	27.7	14.4	0.1	43.8	18.1	0.4	5.7	0.1	24.3	3.4	22.2	0.4	0.1	26.1	
Vehicles	84	39	185	13	321	84	1528	794	7	2413	999	20	313	7	1339	189	1220	23	3	1435	5508
% Vehicles	100	100	98.9	100	99.4	100	99.9	99.7	100	99.9	99.9	100	100	100	99.9	100	99.7	100	100	99.7	99.8
Motor Bikes	0	0	2	0	2	0	1	2	0	3	1	0	0	0	1	0	4	0	0	4	10
% Motor Bikes	0	0	1.1	0	0.6	0	0.1	0.3	0	0.1	0.1	0	0	0	0.1	0	0.3	0	0	0.3	0.2

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	**5**	41	0	186	23	147	4	**2**	176	735
08:30 AM	**24**	**5**	**32**	0	**61**	5	**236**	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	**20**	225	**139**	1	**385**	144	3	37	0	184	12	173	2	0	187	**792**
09:00 AM	8	5	18	**4**	35	11	206	95	**4**	316	**151**	1	**49**	**4**	**205**	**33**	**176**	**5**	0	**214**	770
Total Volume	54	17	97	6	174	44	867	450	5	1366	552	9	171	5	737	81	650	15	3	749	3026
% App. Total	31	9.8	55.7	3.4		3.2	63.5	32.9	0.4		74.9	1.2	23.2	0.7		10.8	86.8	2	0.4		
PHF	.563	.850	.758	.375	.713	.550	.918	.809	.313	.887	.914	.450	.872	.313	.899	.614	.923	.750	.375	.875	.955

Supplement to Comment # 16 (04 of 47)
Name: Pat Grant

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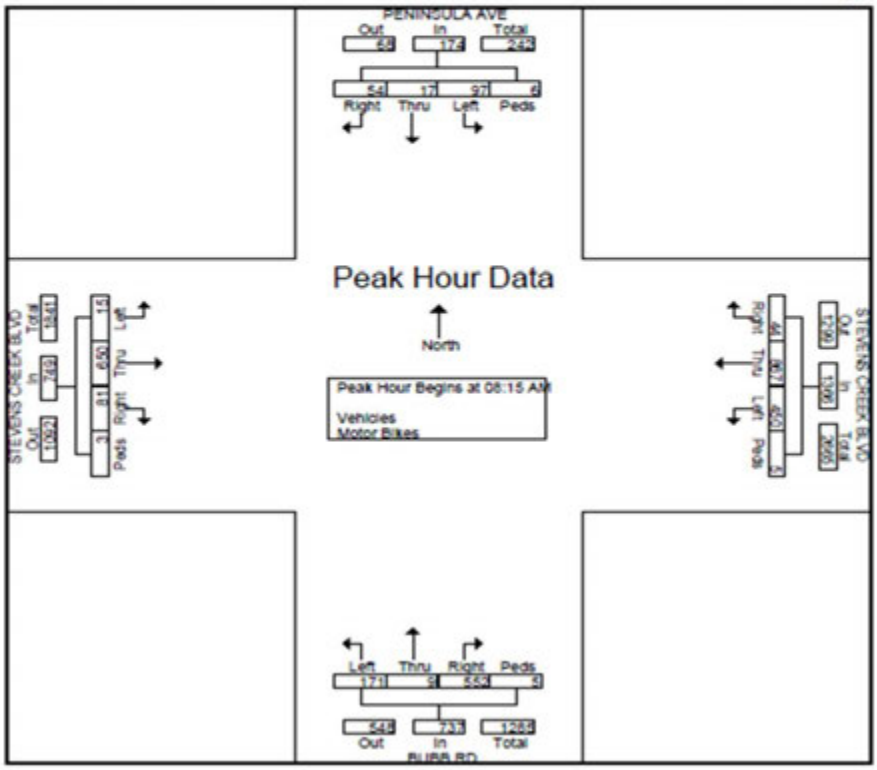

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Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	4	0	0	5	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	1	10	0	0	11	19
Apprch %	0	0	100	0		0	83.3	16.7	0		100	0	0	0		9.1	90.9	0	0		
Total %	0	0	5.3	0	5.3	0	26.3	5.3	0	31.6	5.3	0	0	0	5.3	5.3	52.6	0	0	57.9	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	**1**	0	**1**	0	**2**	0	0	**2**	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**1**	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**4**	0	0	**4**	**5**
Total Volume	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	12
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.000	.000	.250	.000	.250	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.250	.313	.000	.000	.375	.600

Supplement to Comment # 16 (06 of 47)
Name: Pat Grant

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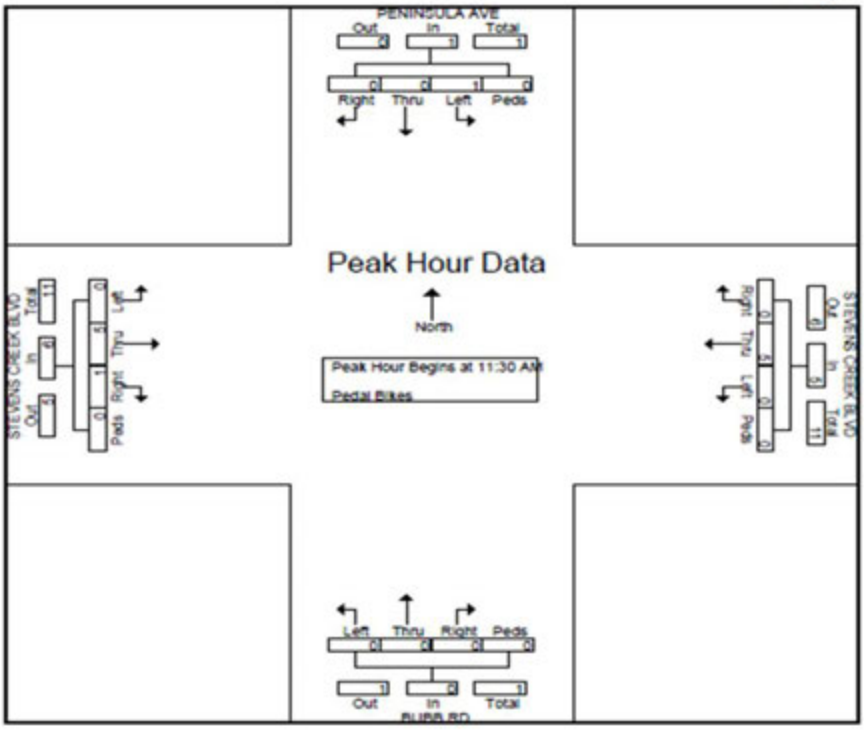

Supplement to Comment # 16 (07 of 47)
Name: Pat Grant

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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	5	1	9	5	20	6	133	45	0	184	97	1	18	3	119	12	153	2	0	167	490
11:45 AM	3	5	14	0	22	11	120	67	0	198	100	3	20	1	124	14	141	1	0	156	500
Total	8	6	23	5	42	17	253	112	0	382	197	4	38	4	243	26	294	3	0	323	990
12:00 PM	4	0	10	1	15	17	143	53	2	215	116	1	13	0	130	17	143	6	2	168	528
12:15 PM	6	1	16	4	27	17	152	63	1	233	93	2	14	1	110	14	121	3	1	139	509
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
Total	18	7	56	5	86	62	611	294	4	971	380	8	67	12	467	77	543	18	4	642	2166
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Grand Total	45	16	110	19	190	104	1204	626	6	1940	755	17	151	21	944	151	1169	30	10	1360	4434
Apprch %	23.7	8.4	57.9	10		5.4	62.1	32.3	0.3		80	1.8	16	2.2		11.1	86	2.2	0.7		
Total %	1	0.4	2.5	0.4	4.3	2.3	27.2	14.1	0.1	43.8	17	0.4	3.4	0.5	21.3	3.4	26.4	0.7	0.2	30.7	
Vehicles	45	16	110	19	190	104	1203	626	6	1939	752	17	151	21	941	151	1166	30	10	1357	4427
% Vehicles	100	100	100	100	100	100	99.9	100	100	99.9	99.6	100	100	100	99.7	100	99.7	100	100	99.8	99.8
Motor Bikes	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	7
% Motor Bikes	0	0	0	0	0	0	0.1	0	0	0.1	0.4	0	0	0	0.3	0	0.3	0	0	0.2	0.2

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	3	**3**	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	**19**	0	27	**17**	**184**	95	1	297	79	2	20	**6**	107	26	162	5	0	193	624
01:00 PM	8	2	16	4	30	16	156	**113**	**2**	287	85	1	19	0	105	20	160	3	**5**	188	610
01:15 PM	**11**	1	15	**5**	**32**	9	184	107	0	**300**	**93**	**4**	**27**	5	**129**	**28**	**172**	**6**	1	**207**	**668**
Total Volume	27	9	61	9	106	53	656	398	3	1110	349	10	86	16	461	94	611	18	7	730	2407
% App. Total	25.5	8.5	57.5	8.5		4.8	59.1	35.9	0.3		75.7	2.2	18.7	3.5		12.9	83.7	2.5	1		
PHF	.614	.750	.803	.450	.828	.779	.891	.881	.375	.925	.938	.625	.796	.667	.893	.839	.888	.750	.350	.882	.901

Supplement to Comment # 16 (08 of 47)
Name: Pat Grant

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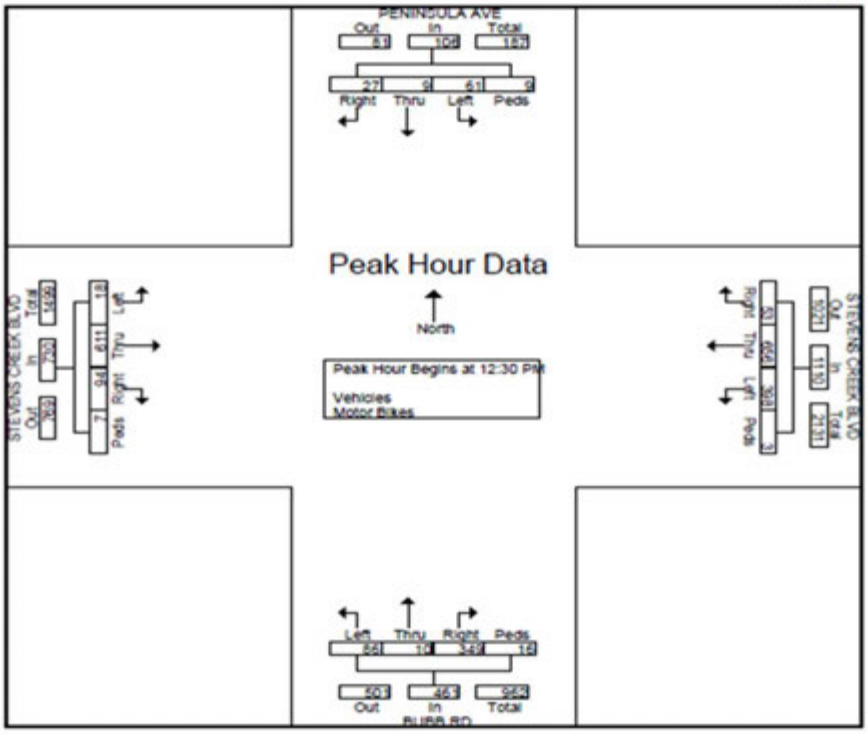

Supplement to Comment # 16 (09 of 47)
Name: Pat Grant

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Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	1	0	0	1	2	0	0	0	2	0	5	0	0	5	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Grand Total	0	0	2	0	2	0	6	0	0	6	3	0	0	0	3	3	7	0	0	10	21
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		30	70	0	0		
Total %	0	0	9.5	0	9.5	0	28.6	0	0	28.6	14.3	0	0	0	14.3	14.3	33.3	0	0	47.6	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Total Volume	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	13
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		42.9	57.1	0	0		
PHF	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.000	.438	.650

Supplement to Comment # 16 (10 of 47)
Name: Pat Grant

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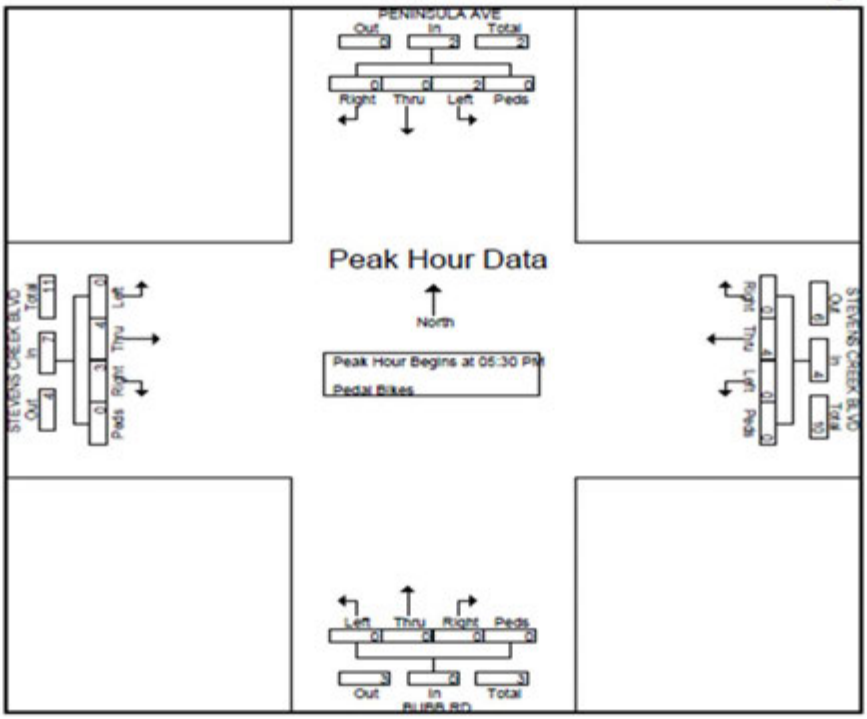

Supplement to Comment # 16 (11 of 47)
Name: Pat Grant

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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	6	3	16	1	26	17	159	87	2	265	88	4	26	3	121	39	163	8	1	211	623
04:45 PM	1	3	15	5	24	19	164	72	0	255	91	1	18	2	112	35	180	6	1	222	613
Total	7	6	31	6	50	36	323	159	2	520	179	5	44	5	233	74	343	14	2	433	1236
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
06:00 PM	5	8	21	2	36	31	176	77	1	285	91	6	27	3	127	48	196	6	2	252	700
06:15 PM	2	10	17	4	33	33	197	116	1	347	84	10	19	2	115	43	158	2	2	205	700
Grand Total	33	40	145	25	243	174	1348	688	12	2222	789	45	176	29	1039	375	1476	47	11	1909	5413
Apprch %	13.6	16.5	59.7	10.3		7.8	60.7	31	0.5		75.9	4.3	16.9	2.8		19.6	77.3	2.5	0.6		
Total %	0.6	0.7	2.7	0.5	4.5	3.2	24.9	12.7	0.2	41	14.6	0.8	3.3	0.5	19.2	6.9	27.3	0.9	0.2	35.3	
Vehicles	33	39	145	25	242	171	1344	687	12	2214	786	45	176	29	1036	375	1471	47	11	1904	5396
% Vehicles	100	97.5	100	100	99.6	98.3	99.7	99.9	100	99.6	99.6	100	100	100	99.7	100	99.7	100	100	99.7	99.7
Motor Bikes	0	1	0	0	1	3	4	1	0	8	3	0	0	0	3	0	5	0	0	5	17
% Motor Bikes	0	2.5	0	0	0.4	1.7	0.3	0.1	0	0.4	0.4	0	0	0	0.3	0	0.3	0	0	0.3	0.3

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**7**	4	20	3	**34**	11	160	77	2	250	**125**	**8**	**27**	1	**161**	**59**	197	5	0	261	706
05:15 PM	4	2	14	**5**	25	21	162	83	2	268	106	5	20	**11**	142	48	**219**	4	1	**272**	707
05:30 PM	3	4	**23**	2	32	**22**	150	**101**	**3**	**276**	116	8	17	6	147	58	185	**9**	**4**	256	**711**
05:45 PM	5	6	19	3	33	20	**180**	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total Volume	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
% App. Total	15.3	12.9	61.3	10.5		6.9	60.9	31.4	0.7		77.1	4.3	15.2	3.4		20.6	76.4	2.5	0.5		
PHF	.679	.667	.826	.650	.912	.841	.906	.832	.667	.969	.870	.750	.796	.432	.876	.890	.889	.694	.313	.937	.976

Supplement to Comment # 16 (12 of 47)
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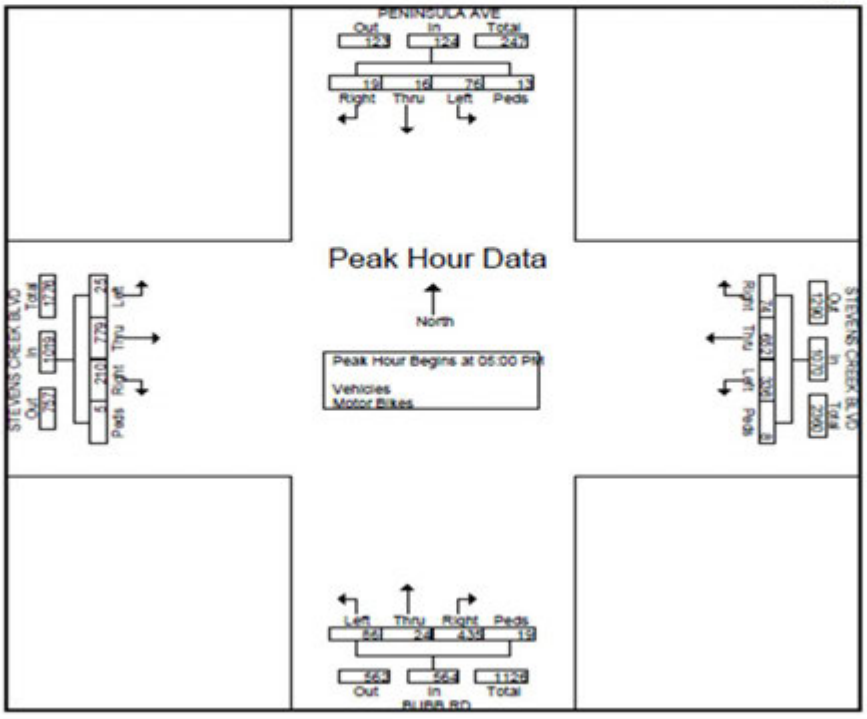

Supplement to Comment # 16 (13 of 47)
Name: Pat Grant

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File Name : 2AM FINAL
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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	17
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	88.2	0	0	88.2	0	0	0	0	0	0	11.8	0	0	11.8	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	13
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.542

Supplement to Comment # 16 (14 of 47)
Name: Pat Grant

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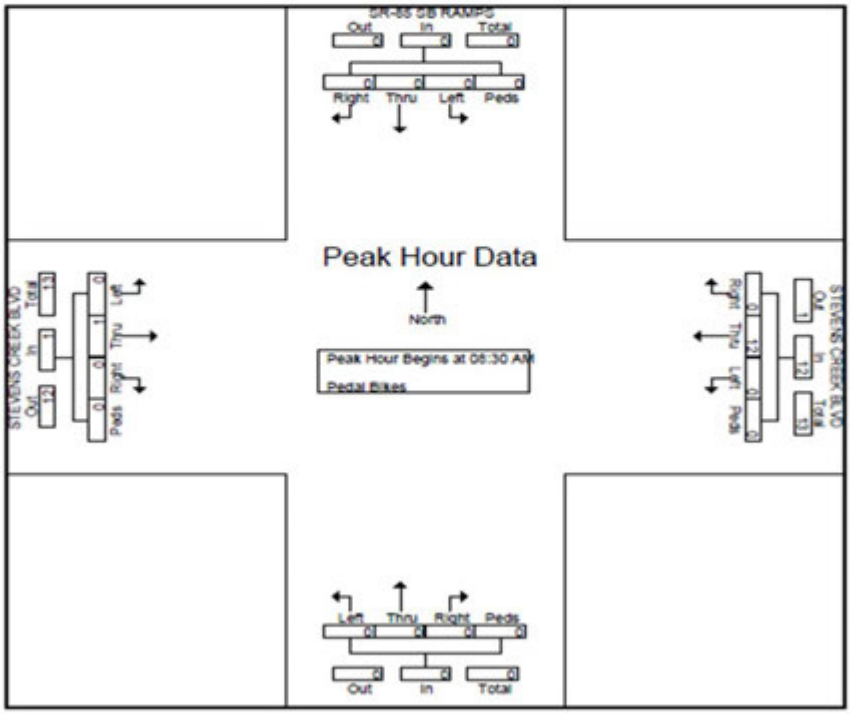

Supplement to Comment # 16 (15 of 47)
Name: Pat Grant

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File Name : 2AM FINAL
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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	73	0	124	0	197	0	135	14	0	149	0	0	0	0	0	29	295	0	0	324	670
07:45 AM	80	0	130	1	211	0	215	19	0	234	0	0	0	5	5	38	200	1	0	239	689
Total	153	0	254	1	408	0	350	33	0	383	0	0	0	5	5	67	495	1	0	563	1359
08:00 AM	104	0	194	4	302	0	223	26	0	249	0	0	0	4	4	52	219	1	0	272	827
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
Total	393	2	861	10	1266	0	1001	139	0	1140	0	0	0	17	17	175	1057	2	0	1234	3657
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
09:15 AM	97	1	264	4	366	0	174	39	0	213	0	0	0	7	7	26	277	0	0	303	889
Grand Total	741	3	1620	23	2387	0	1774	238	0	2012	0	0	0	35	35	308	2152	3	0	2463	6897
Apprch %	31	0.1	67.9	1		0	88.2	11.8	0		0	0	0	100		12.5	87.4	0.1	0		
Total %	10.7	0	23.5	0.3	34.6	0	25.7	3.5	0	29.2	0	0	0	0.5	0.5	4.5	31.2	0	0	35.7	
Vehicles	739	3	1609	23	2374	0	1771	238	0	2009	0	0	0	35	35	308	2152	0	0	2460	6878
% Vehicles	99.7	100	99.3	100	99.5	0	99.8	100	0	99.9	0	0	0	100	100	100	100	0	0	99.9	99.7
Motor Bikes	2	0	11	0	13	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	19
% Motor Bikes	0.3	0	0.7	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0	0	100	0	0.1	0.3

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	95	0	**286**	4	**385**	0	233	39	0	272	0	0	0	**8**	**8**	**50**	289	0	0	339	**1004**
08:30 AM	96	**1**	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	**98**	1	174	2	275	0	**291**	**41**	0	**332**	0	0	0	3	3	40	300	**1**	0	341	951
09:00 AM	98	0	241	**8**	347	0	249	27	0	276	0	0	0	6	6	40	**323**	0	0	**363**	992
Total Volume	387	2	908	14	1311	0	1027	140	0	1167	0	0	0	19	19	163	1161	1	0	1325	3822
% App. Total	29.5	0.2	69.3	1.1		0	88	12	0		0	0	0	100		12.3	87.6	0.1	0		
PHF	.987	.500	.794	.438	.851	.000	.882	.854	.000	.879	.000	.000	.000	.594	.594	.815	.899	.250	.000	.913	.952

Supplement to Comment # 16 (16 of 47)
Name: Pat Grant

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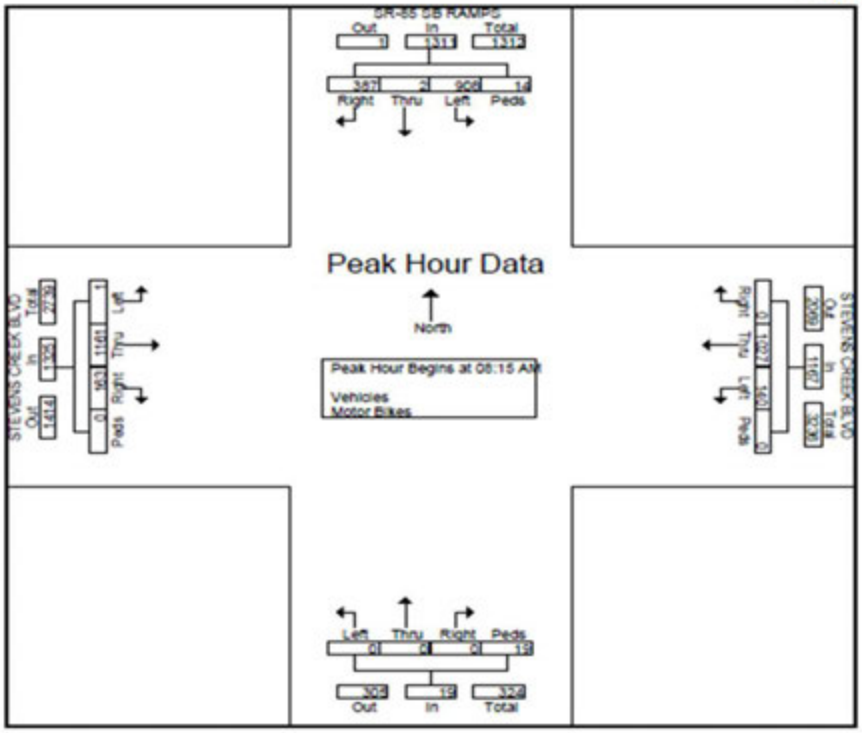

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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	17
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		12.5	87.5	0	0		
Total %	0	0	0	0	0	0	52.9	0	0	52.9	0	0	0	0	0	5.9	41.2	0	0	47.1	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.417	.000	.000	.500	.563

Supplement to Comment # 16 (18 of 47)
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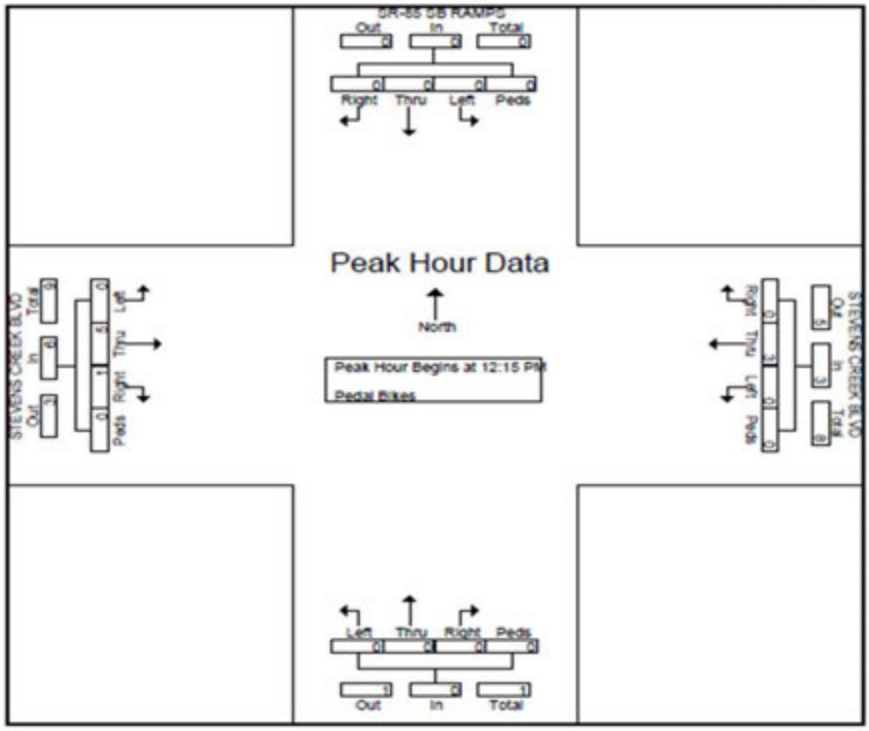

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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	68	0	151	4	223	0	125	101	0	226	0	0	0	2	2	43	230	0	0	273	724
11:45 AM	79	0	152	2	233	0	135	48	0	183	0	0	0	0	0	30	228	0	0	258	674
Total	147	0	303	6	456	0	260	149	0	409	0	0	0	2	2	73	458	0	0	531	1398
12:00 PM	75	1	232	2	310	0	125	55	0	180	0	0	0	1	1	30	217	0	0	247	738
12:15 PM	96	0	253	3	352	0	154	88	0	242	0	0	0	1	1	42	188	0	0	230	825
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
Total	366	1	820	5	1192	0	636	278	0	914	0	0	0	11	11	169	793	0	0	962	3079
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Grand Total	750	1	1556	24	2331	0	1257	583	0	1840	0	0	0	20	20	326	1711	3	0	2040	6231
Apprch %	32.2	0	66.8	1		0	68.3	31.7	0		0	0	0	100		16	83.9	0.1	0		
Total %	12	0	25	0.4	37.4	0	20.2	9.4	0	29.5	0	0	0	0.3	0.3	5.2	27.5	0	0	32.7	
Vehicles	749	1	1554	24	2328	0	1254	580	0	1834	0	0	0	20	20	326	1711	0	0	2037	6219
% Vehicles	99.9	100	99.9	100	99.9	0	99.8	99.5	0	99.7	0	0	0	100	100	100	100	0	0	99.9	99.8
Motor Bikes	1	0	2	0	3	0	3	3	0	6	0	0	0	0	0	0	0	3	0	3	12
% Motor Bikes	0.1	0	0.1	0	0.1	0	0.2	0.5	0	0.3	0	0	0	0	0	0	0	100	0	0.1	0.2

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Total Volume	432	0	768	13	1213	0	718	291	0	1009	0	0	0	16	16	181	848	3	0	1032	3270
% App. Total	35.6	0	63.3	1.1		0	71.2	28.8	0		0	0	0	100		17.5	82.2	0.3	0		
PHF	.844	.000	.873	.406	.859	.000	.902	.856	.000	.888	.000	.000	.000	.667	.667	.854	.887	.375	.000	.912	.905

Supplement to Comment # 16 (20 of 47)
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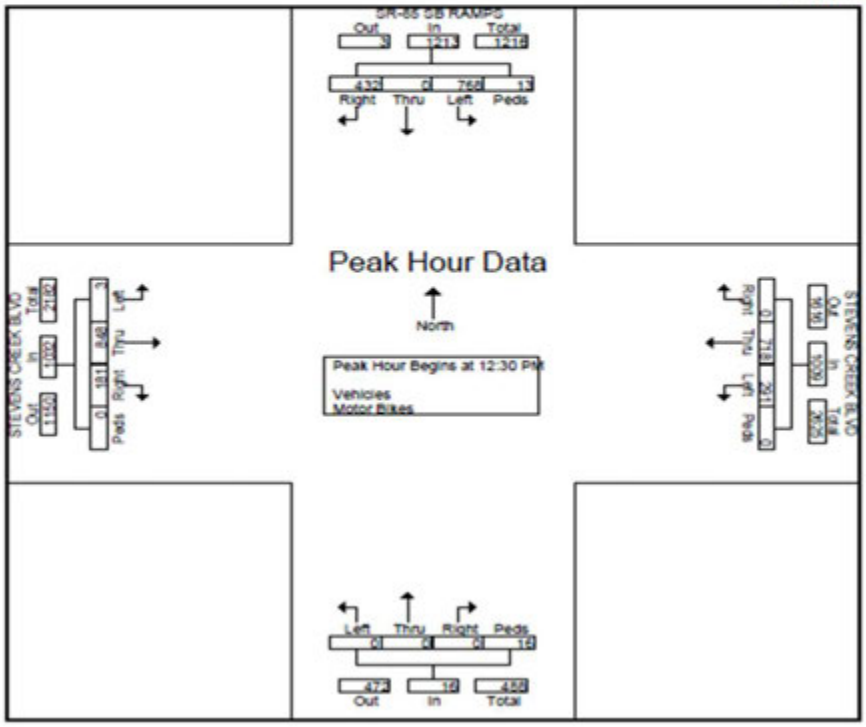

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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	21
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	71.4	0	0	71.4	0	0	0	0	0	0	28.6	0	0	28.6	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.583

Supplement to Comment # 16 (22 of 47)
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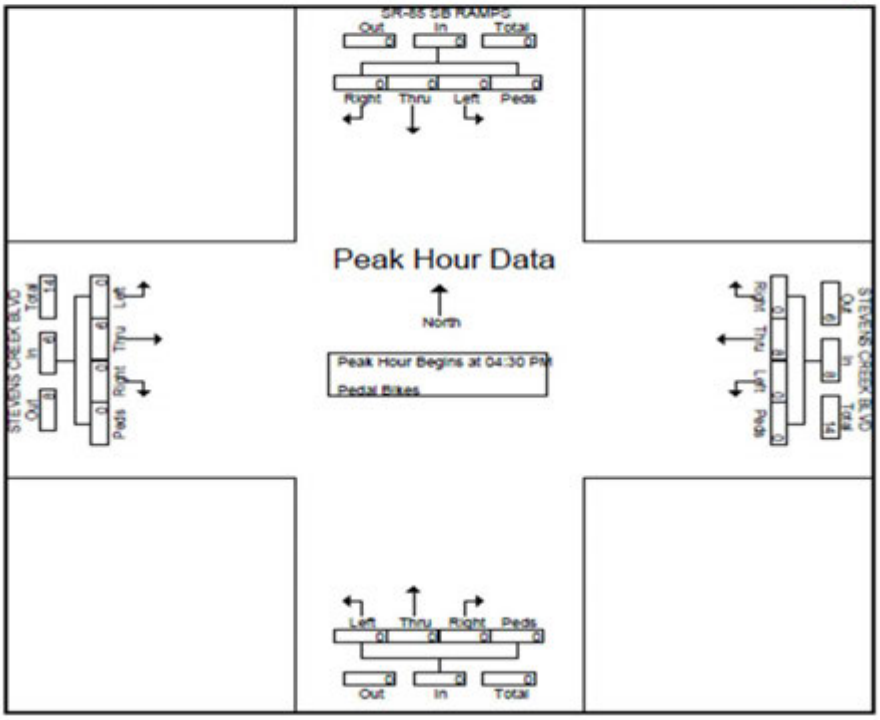

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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	104	1	203	1	309	0	162	44	0	206	0	0	0	3	3	46	232	0	0	278	796
04:45 PM	106	3	233	2	344	0	156	46	0	202	0	0	0	4	4	43	223	0	0	266	816
Total	210	4	436	3	653	0	318	90	0	408	0	0	0	7	7	89	455	0	0	544	1612
05:00 PM	89	0	265	5	359	0	151	48	0	199	0	0	0	2	2	61	305	1	0	367	927
05:15 PM	121	0	208	5	334	0	160	75	0	235	0	0	0	6	6	43	277	2	0	322	897
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
Total	447	0	921	18	1386	0	662	259	0	921	0	0	0	17	17	186	1099	8	0	1293	3617
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Grand Total	952	4	1881	27	2864	0	1349	475	0	1824	0	0	0	29	29	358	2051	9	0	2418	7135
Apprch %	33.2	0.1	65.7	0.9		0	74	26	0		0	0	0	100		14.8	84.8	0.4	0		
Total %	13.3	0.1	26.4	0.4	40.1	0	18.9	6.7	0	25.6	0	0	0	0.4	0.4	5	28.7	0.1	0	33.9	
Vehicles	945	4	1871	27	2847	0	1347	472	0	1819	0	0	0	29	29	358	2051	0	0	2409	7104
% Vehicles	99.3	100	99.5	100	99.4	0	99.9	99.4	0	99.7	0	0	0	100	100	100	100	0	0	99.6	99.6
Motor Bikes	7	0	10	0	17	0	2	3	0	5	0	0	0	0	0	0	0	9	0	9	31
% Motor Bikes	0.7	0	0.5	0	0.6	0	0.1	0.6	0	0.3	0	0	0	0	0	0	0	100	0	0.4	0.4

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Total Volume	532	0	972	14	1518	0	720	262	0	982	0	0	0	14	14	165	1014	6	0	1185	3699
% App. Total	35	0	64	0.9		0	73.3	26.7	0		0	0	0	100		13.9	85.6	0.5	0		
PHF	.869	.000	.807	.875	.849	.000	.914	.949	.000	.948	.000	.000	.000	.438	.438	.878	.935	.500	.000	.926	.951

Supplement to Comment # 16 (24 of 47)
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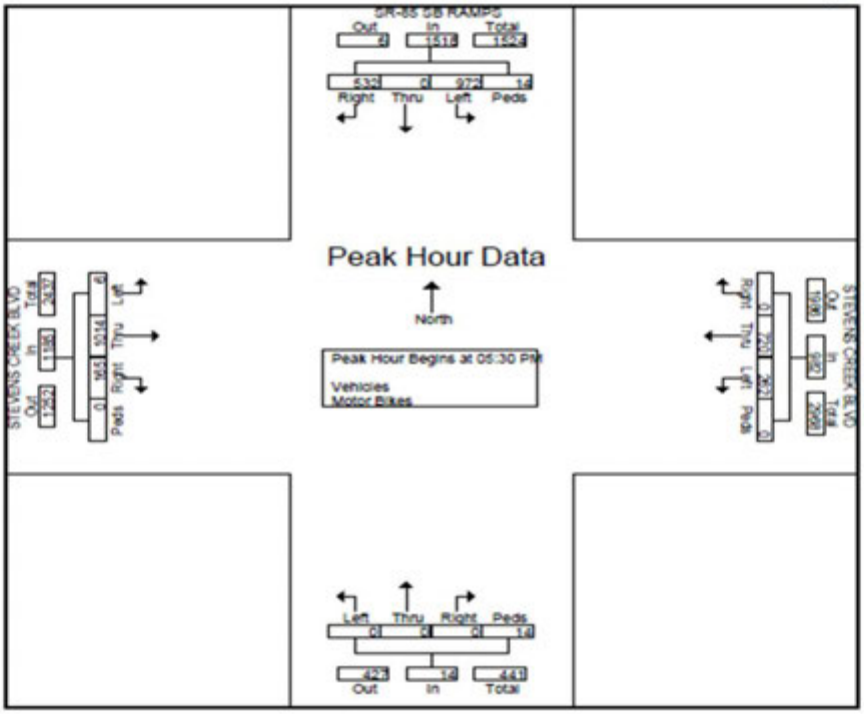

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Groups Printed- Pedal Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total																										
							20.8															94.7				

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	**3**			**3**													**1**			
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	7
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	91.7	8.3	0		
PHF	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.550	.250	.000	.600	.607

Supplement to Comment # 16 (26 of 47)
Name: Pat Grant

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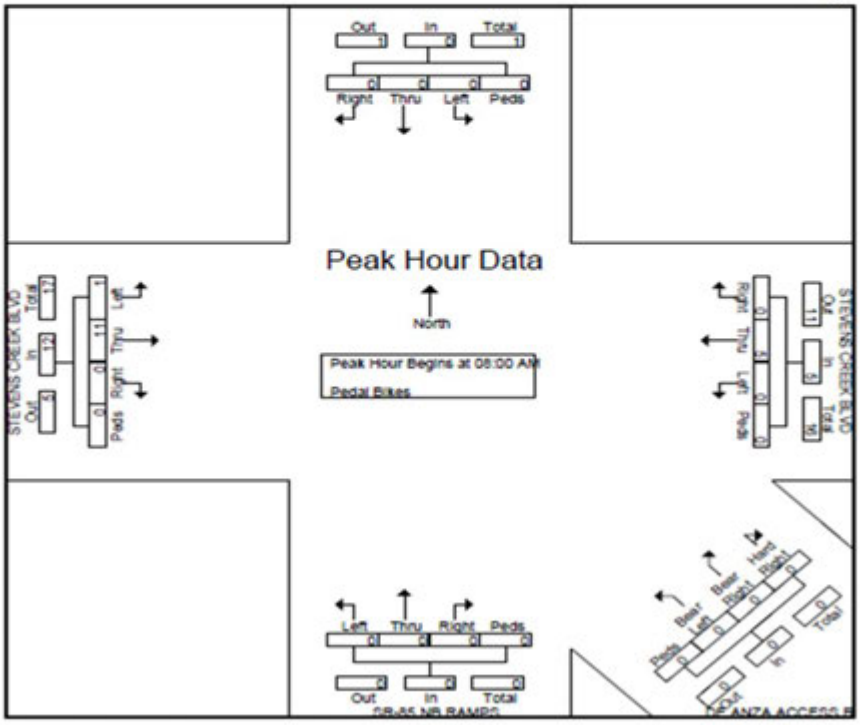

Supplement to Comment # 16 (27 of 47)
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Groups Printed- Vehicles - Motor Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Door Right	Door Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	107	77	0	0	184	0	5	6	0	11	66	13	64	0	143	0	226	205	0	431	769
07:45 AM	0	0	0	0	0	109	122	0	0	231	6	7	2	2	17	73	21	101	2	197	0	182	130	0	312	757
Total	0	0	0	0	0	216	199	0	0	415	6	12	8	2	28	139	34	165	2	340	0	408	335	0	743	1526
08:00 AM	0	0	0	3	3	116	143	0	0	259	1	4	2	2	9	124	21	100	0	245	0	249	142	0	391	907
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046
Total	0	0	0	9	9	574	685	0	0	1259	3	71	32	14	120	449	74	408	10	941	0	1209	674	0	1883	4212
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133
09:15 AM	0	0	0	4	4	158	139	0	0	297	0	22	10	3	35	152	6	70	3	231	0	393	169	0	562	1129
Grand Total	0	0	0	21	21	1093	1199	0	0	2292	10	111	56	24	201	870	131	735	20	1756	0	2374	1356	0	3730	8000
Apprch %	0	0	0	100		47.7	52.3	0	0		5	55.2	27.9	11.9		49.5	7.5	41.9	1.1		0	63.6	36.4	0		
Total %	0	0	0	0.3	0.3	13.7	15	0	0	28.6	0.1	1.4	0.7	0.3	2.5	10.9	1.6	9.2	0.2	22	0	29.7	17	0	46.6	
Vehicles	0	0	0	21	21	1091	1197	0	0	2288	10	111	56	24	201	861	131	733	20	1745	0	2360	1353	0	3713	7968
% Vehicles	0	0	0	100	100	99.8	99.8	0	0	99.8	100	100	100	100	100	99	100	99.7	100	99.4	0	99.4	99.8	0	99.5	99.6
Motor Bikes	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9	0	2	0	11	0	14	3	0	17	32
% Motor Bikes	0	0	0	0	0	0.2	0.2	0	0	0.2	0	0	0	0	0	1	0	0.3	0	0.6	0	0.6	0.2	0	0.5	0.4

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Door Right	Door Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:15 AM																									
08:15 AM	0	0	0	4	4	133	172	0	0	305	**1**	23	**12**	4	40	120	14	101	4	239	0	**394**	169	0	**563**	**1151**
08:30 AM	0	0	0	0	0	**198**	177	0	0	**375**	0	**34**	8	3	**45**	101	10	99	3	213	0	283	**192**	0	475	1108
08:45 AM	0	0	0	2	2	127	**193**	0	0	320	1	10	10	**5**	26	104	**29**	**108**	3	**244**	0	283	171	0	454	1046
09:00 AM	0	0	0	**8**	**8**	145	176	0	0	321	1	6	6	5	18	**130**	17	92	**5**	244	0	364	178	0	542	1133
Total Volume	0	0	0	14	14	603	718	0	0	1321	3	73	36	17	129	455	70	400	15	940	0	1324	710	0	2034	4438
% App. Total	0	0	0	100		45.6	54.4	0	0		2.3	56.6	27.9	13.2		48.4	7.4	42.6	1.6		0	65.1	34.9	0		
PHF	.000	.000	.000	.438	.438	.761	.930	.000	.000	.881	.750	.537	.750	.850	.717	.875	.603	.926	.750	.963	.000	.840	.924	.000	.903	.964

Supplement to Comment # 16 (28 of 47)
Name: Pat Grant

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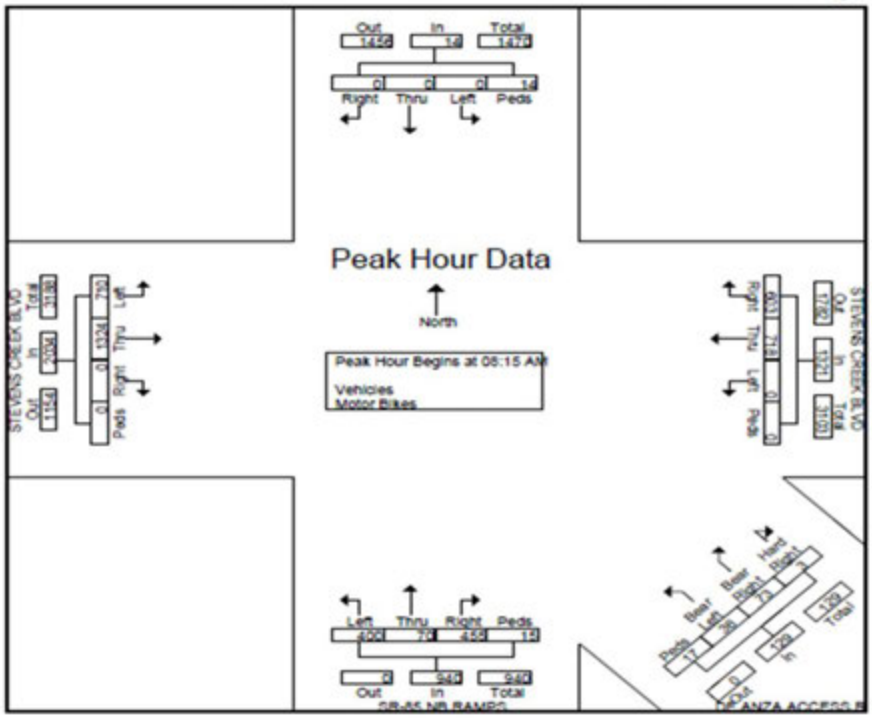

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Groups Printed- Pedal Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Free Right	Free Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total																						96.3				

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Free Right	Free Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:30 AM																									
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	20
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.833

Supplement to Comment # 16 (30 of 47)
Name: Pat Grant

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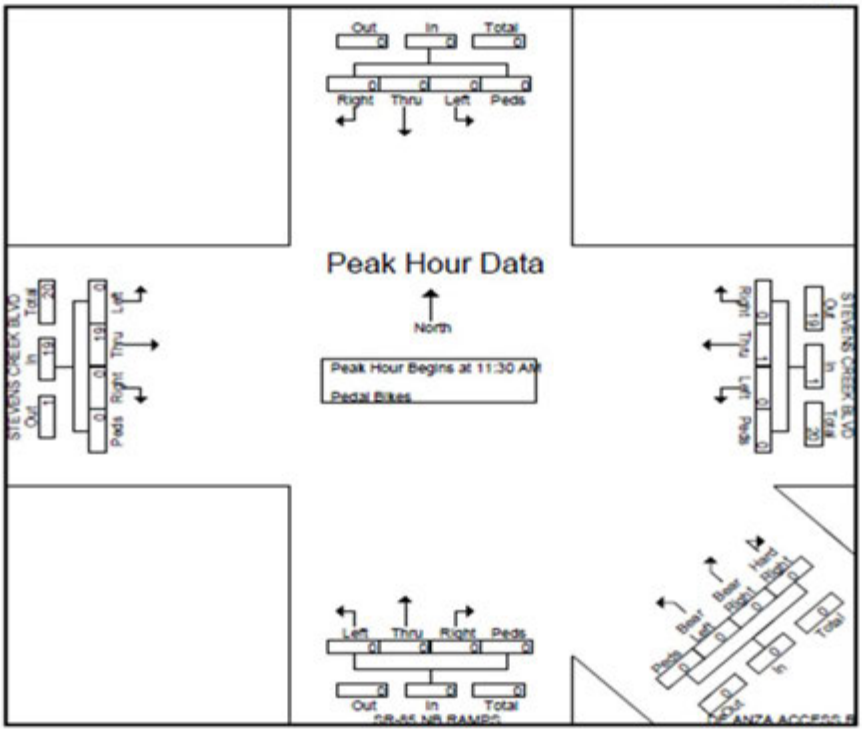

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Site Code : 00000003
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Groups Printed- Vehicles - Motor Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Rear Right	Rear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	212	159	0	0	371	5	69	28	2	104	60	2	33	2	97	0	269	87	0	356	928
11:45 AM	0	0	0	0	0	157	123	0	0	280	2	25	35	0	62	66	3	42	0	111	0	264	117	0	381	834
Total	0	0	0	0	0	369	282	0	0	651	7	94	63	2	166	126	5	75	2	208	0	533	204	0	737	1762
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
01:00 PM	0	0	0	0	0	160	171	0	0	331	0	27	14	1	42	73	1	38	1	113	0	348	99	0	447	933
01:15 PM	0	0	0	0	0	162	184	0	0	346	2	36	30	7	75	88	0	57	7	152	0	339	102	0	441	1014
Grand Total	0	0	0	5	5	1453	1319	0	0	2772	14	356	192	23	585	601	6	323	26	956	0	2476	786	0	3262	7580
Apprch %	0	0	0	100		52.4	47.6	0	0		2.4	60.9	32.8	3.9		62.9	0.6	33.8	2.7		0	75.9	24.1	0		
Total %	0	0	0	0.1	0.1	19.2	17.4	0	0	36.6	0.2	4.7	2.5	0.3	7.7	7.9	0.1	4.3	0.3	12.6	0	32.7	10.4	0	43	
Vehicles	0	0	0	5	5	1450	1313	0	0	2763	12	353	192	23	580	598	6	323	26	953	0	2470	786	0	3256	7557
% Vehicles	0	0	0	100	100	99.8	99.5	0	0	99.7	85.7	99.2	100	100	99.1	99.5	100	100	100	99.7	0	99.8	100	0	99.8	99.7
Motor Bikes	0	0	0	0	0	3	6	0	0	9	2	3	0	0	5	3	0	0	0	3	0	6	0	0	6	23
% Motor Bikes	0	0	0	0	0	0.2	0.5	0	0	0.3	14.3	0.8	0	0	0.9	0.5	0	0	0	0.3	0	0.2	0	0	0.2	0.3

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Rear Right	Rear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	0	0	**4**	**4**	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	**371**	**112**	0	**483**	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	**4**	55	27	2	88	**94**	0	**50**	2	**146**	0	348	93	0	441	**1037**
12:30 PM	0	0	0	0	0	**235**	189	0	0	**424**	1	**57**	**38**	**4**	**100**	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	**192**	0	0	376	0	45	10	4	59	72	0	47	**7**	126	0	281	94	0	375	936
Total Volume	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
% App. Total	0	0	0	100		52.8	47.2	0	0		1.7	65.9	28.1	4.3		65	0	31.7	3.3		0	76.7	23.3	0		
PHF	.000	.000	.000	.313	.313	.811	.888	.000	.000	.851	.313	.873	.559	.813	.755	.835	.000	.765	.571	.827	.000	.846	.850	.000	.847	.933

Supplement to Comment # 16 (32 of 47)
Name: Pat Grant

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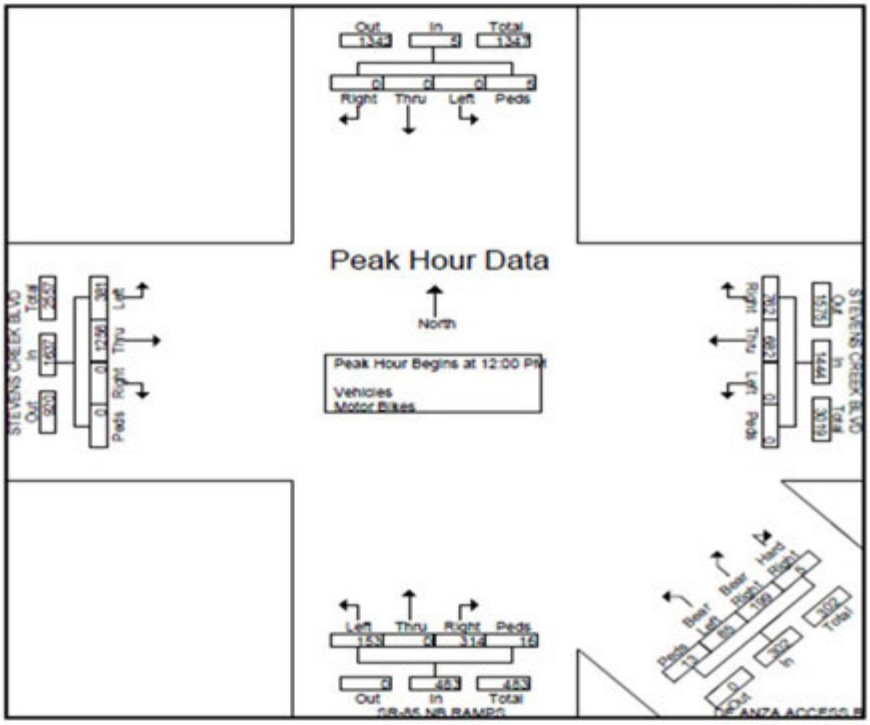

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Pedal Bikes

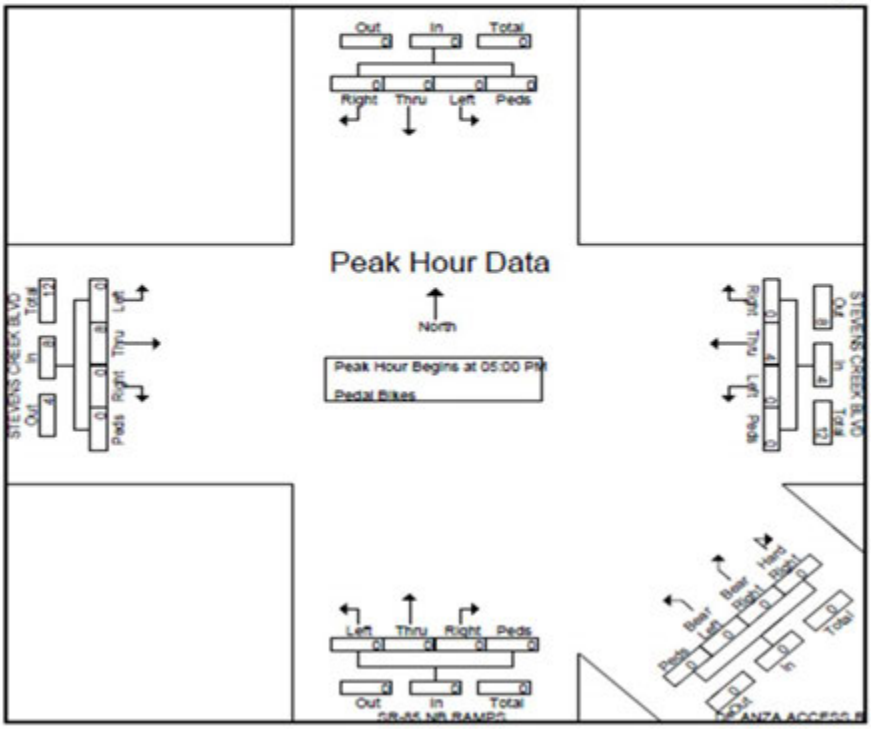
	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18
Apprch %	0	0	0	0		14.3	85.7	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	5.6	33.3	0	0	38.9	0	0	0	0	0	0	0	0	0	0	0	61.1	0	0	61.1	

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

Supplement to Comment # 16 (34 of 47)
Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

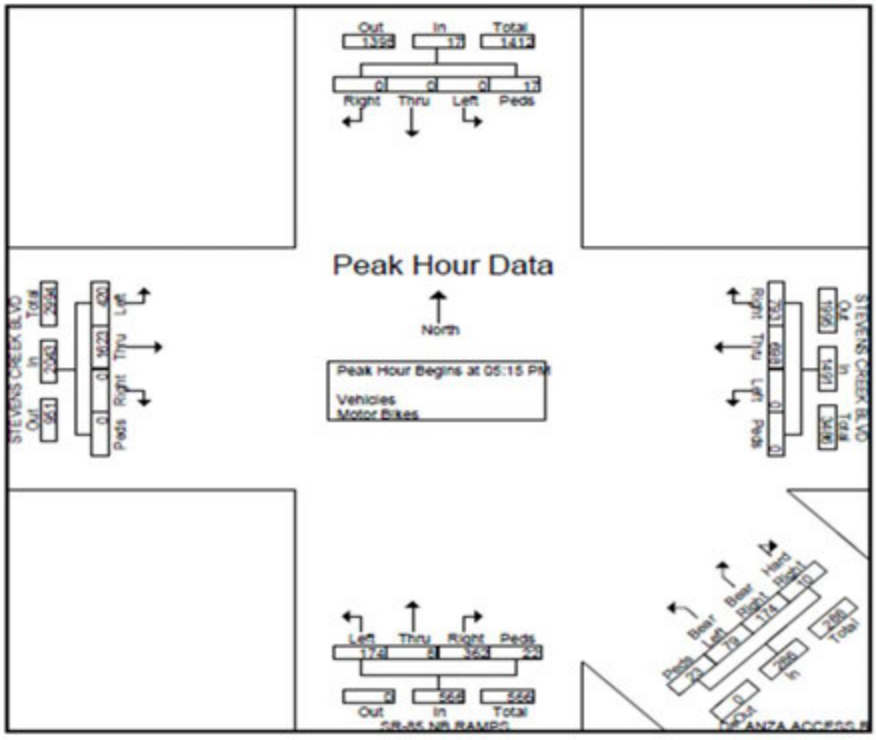
	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	171	144	0	0	315	2	35	9	4	50	50	0	41	4	95	0	338	114	0	452	912
04:45 PM	0	0	0	3	3	153	145	0	0	298	2	34	10	4	50	58	0	47	4	109	0	390	86	0	476	936
Total	0	0	0	3	3	324	289	0	0	613	4	69	19	8	100	108	0	88	8	204	0	728	200	0	928	1848
05:00 PM	0	0	0	6	6	170	146	0	0	316	3	48	16	4	71	64	0	38	4	106	0	432	123	0	555	1054
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	157	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
Total	0	0	0	19	19	789	679	0	0	1468	9	166	65	22	262	323	7	171	22	523	0	1623	457	0	2080	4352
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
06:15 PM	0	0	0	2	2	183	182	0	0	365	1	41	23	3	68	90	0	43	3	136	0	402	113	0	515	1086
Grand Total	0	0	0	28	28	1470	1315	0	0	2785	18	332	137	38	525	624	8	343	37	1012	0	3185	856	0	4041	8391
Apprch %	0	0	0	100		52.8	47.2	0	0		3.4	63.2	26.1	7.2		61.7	0.8	33.9	3.7		0	78.8	21.2	0		
Total %	0	0	0	0.3	0.3	17.5	15.7	0	0	33.2	0.2	4	1.6	0.5	6.3	7.4	0.1	4.1	0.4	12.1	0	38	10.2	0	48.2	
Vehicles	0	0	0	28	28	1467	1311	0	0	2778	17	331	137	38	523	624	8	343	37	1012	0	3169	853	0	4022	8363
% Vehicles	0	0	0	100	100	99.8	99.7	0	0	99.7	94.4	99.7	100	100	99.6	100	100	100	100	100	0	99.5	99.6	0	99.5	99.7
Motor Bikes	0	0	0	0	0	3	4	0	0	7	1	1	0	0	2	0	0	0	0	0	0	16	3	0	19	28
% Motor Bikes	0	0	0	0	0	0.2	0.3	0	0	0.3	5.6	0.3	0	0	0.4	0	0	0	0	0	0	0.5	0.4	0	0.5	0.3

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:15 PM																									
05:15 PM	0	0	0	**6**	**6**	184	181	0	0	365	2	39	14	**9**	64	85	2	37	**9**	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	**4**	**56**	8	**157**	0	356	**116**	0	472	1091
05:45 PM	0	0	0	3	3	**222**	**184**	0	0	**406**	1	33	15	1	50	85	1	40	1	127	0	418	113	0	**531**	**1117**
06:00 PM	0	0	0	4	4	174	165	0	0	339	**4**	**56**	**30**	5	**95**	**103**	1	41	4	149	0	**432**	86	0	518	1105
Total Volume	0	0	0	17	17	793	698	0	0	1491	10	174	79	23	286	362	8	174	22	566	0	1623	420	0	2043	4403
% App. Total	0	0	0	100		53.2	46.8	0	0		3.5	60.8	27.6	8		64	1.4	30.7	3.9		0	79.4	20.6	0		
PHF	.000	.000	.000	.708	.708	.893	.948	.000	.000	.918	.625	.777	.658	.639	.753	.879	.500	.777	.611	.901	.000	.939	.905	.000	.962	.985

Supplement to Comment # 16 (36 of 47)
Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 2



Supplement to Comment # 16 (37 of 47)
Name: Pat Grant

CITY OF CUPERTINO

City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Westbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for westbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 41 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 5.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Supplement to Comment # 16 (38 of 47)
Name: Pat Grant

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK	
Limits: STELLING TO BUBB WB	CUPERTINO
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	119
85th Percentile	41
10 mph Pace	32-41
Percent in Pace	87
B. Traffic Factors	
Average Daily Traffic (ADT)	17,320
Length of Segment (mi.)	0.58
Street Classification	Arterial
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	57
Accident Rate (Acc/MVM)	5.2
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 71

Supplement to Comment # 16 (39 of 47)
Name: Pat Grant

Spot Speed Study

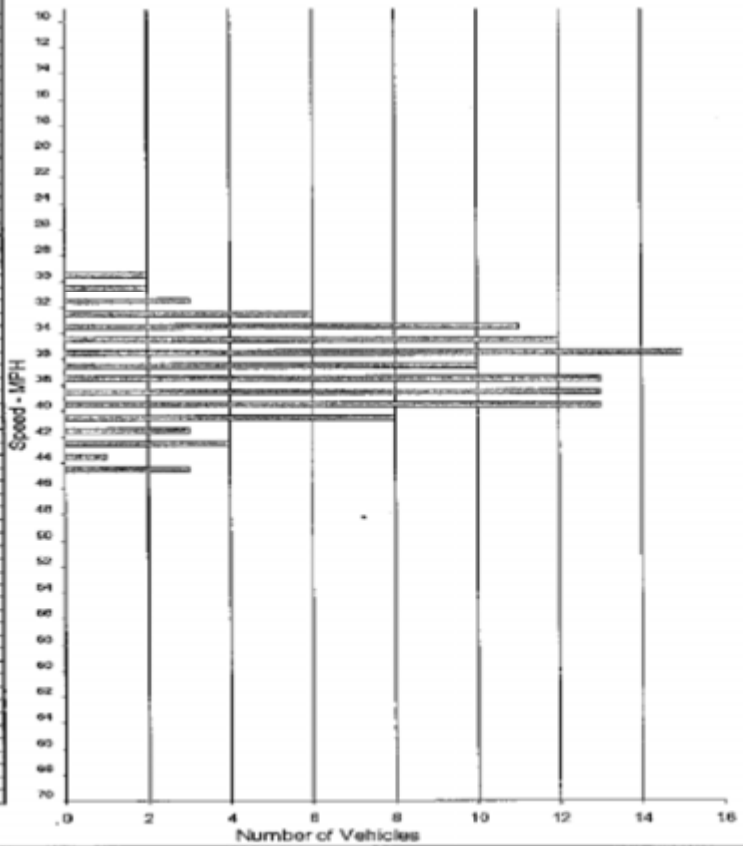
Prepared by: National Data & Surveying Services

City of Cupertino

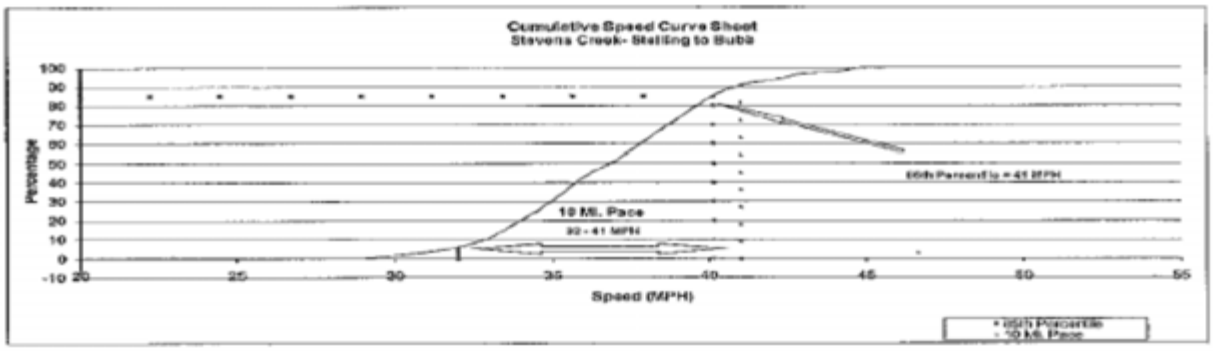
Survey Time: 14:15-14:45
DATE: 4/15/2009 **Location:** Stevens Creek- Stelling to Bubb, WB (#71)
DAY: Wednesday **Posted Speed:** 35 MPH **Project #:** 09-7182

Westbound Spot Speeds

Speed mph	All Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	2
31	2
32	3
33	8
34	11
35	17
36	15
37	16
38	13
39	12
40	13
41	8
42	3
43	4
44	1
45	3
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	85th Percentile	65th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	150	30-46	37 mph	41 mph	32 - 41	104	69%	9% / 14	19% / 11



Supplement to Comment # 16 (40 of 47)
Name: Pat Grant

CITY OF CUPERTINO

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10300 Torre Avenue
Cupertino, CA 95014-3255
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FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Printed on Recycled Paper

Supplement to Comment # 16 (41 of 47)
Name: Pat Grant

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK	
Limits: STELLING TO BUBB EB	CUPERTINO
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	114
85th Percentile	39
10 mph Pace	31-40
Percent in Pace	88
B. Traffic Factors	
Average Daily Traffic (ADT)	17,660
Length of Segment (mi.)	0.58
Street Classification	Arterial
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	69
Accident Rate (Acc/MVM)	6.1
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.
Speed Limit Change?	**No**
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 28.13 of the California MUTCD and recommendes a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 1/19/09

Segment # 72

Supplement to Comment # 16 (42 of 47)
Name: Pat Grant

Spot Speed Study

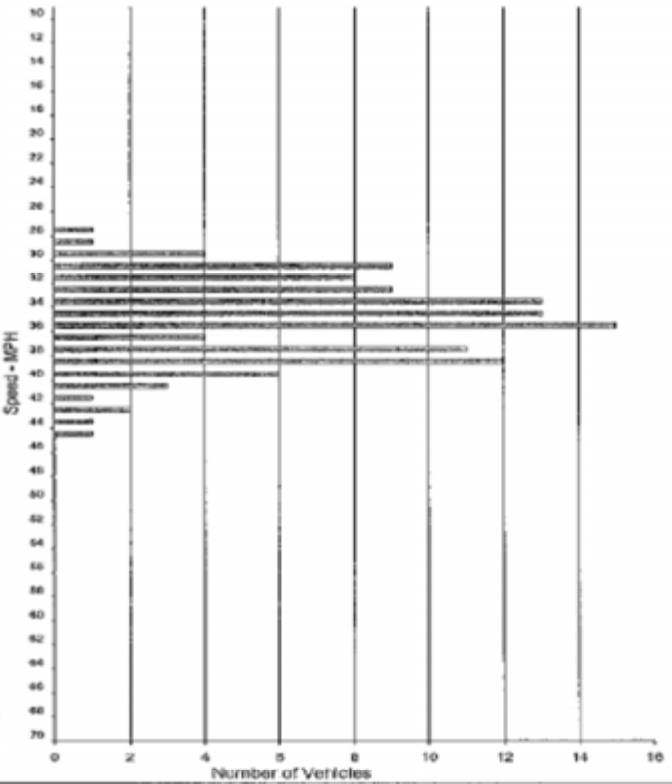
Prepared by: National Data & Surveying Services

City of Cupertino

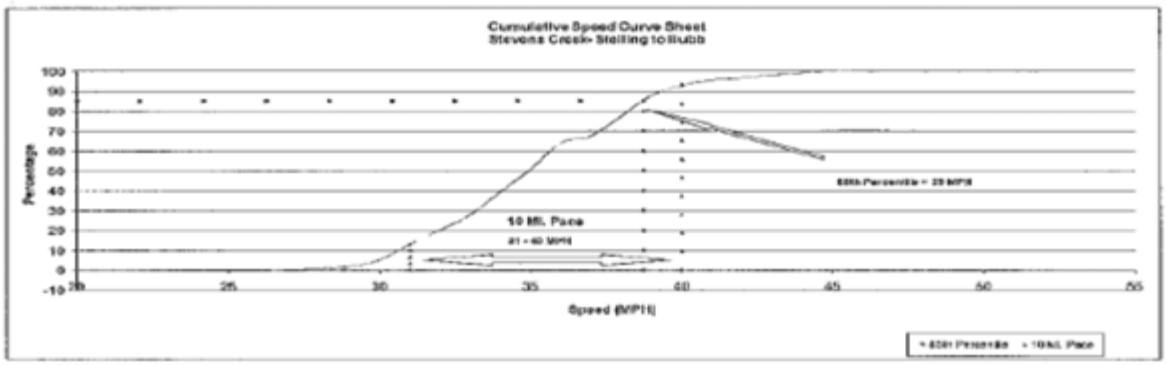
Survey Time: 15:00-15:30
DATE: 6/15/2009 Location: Stevens Creek- Stelling to Bubb, EB (F72)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7102

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	1
29	1
30	4
31	9
32	8
33	9
34	12
35	13
36	15
37	4
38	11
39	12
40	6
41	3
42	1
43	2
44	1
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
>=69	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	134	28-40	36 mph	39 mph	31 - 40	120	89%	5% / 6	6% / 8



Supplement to Comment # 16 (43 of 47)
Name: Pat Grant

CITY OF CUPERTINO

City Hall
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FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Printed on Recycled Paper

Supplement to Comment # 16 (44 of 47)
Name: Pat Grant

City of Cupertino
Engineering and Traffic Survey

Street: FOOTHILL
Limits: STARLING TO STEVENS CREEK NB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK
Posted Speed Limit	40
# Speed Data Collected	107
85th Percentile	45
10 mph Pace	37-46
Percent in Pace	88

B. Traffic Factors

Average Daily Traffic (ADT)	8,186
Length of Segment (mi.)	0.67
Street Classification	Major Collector

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	13
Accident Rate (Acc/MVM)	2.2
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.
Roadway Geometrics	4-lane divided roadway
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 40 mph	**Recommended Speed Limit: 40 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 25

Supplement to Comment # 16 (45 of 47)
Name: Pat Grant

Spot Speed Study

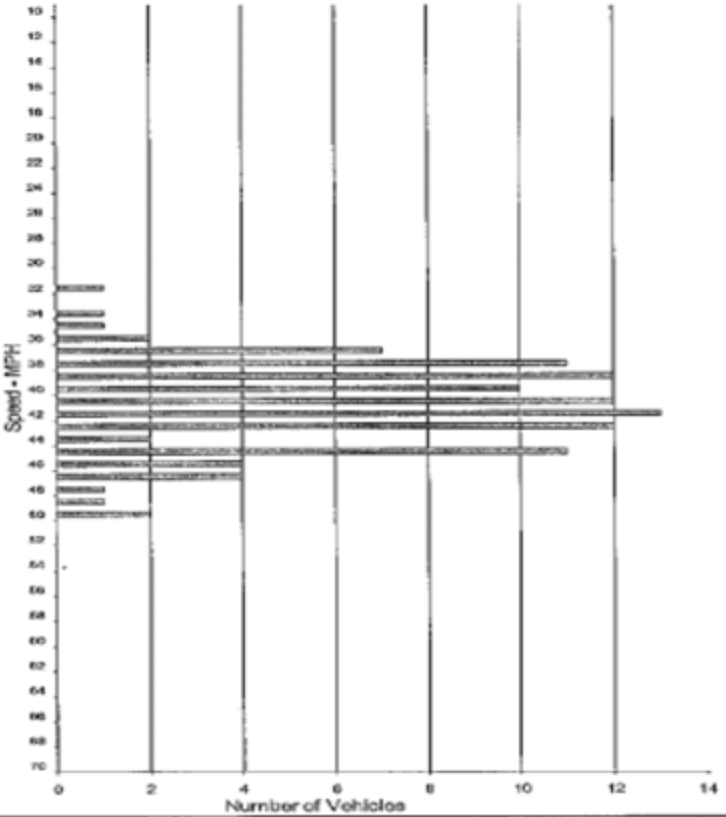
Prepared by: National Data & Surveying Services

City of Cupertino

Survey Time: 9:30AM-10:00AM
DATE: 4/15/2009 Location: Foothill - Stirling to Stevens Creek, NB (#25)
DAY: Wednesday Posted Speed: 40 MPH Project #: 09-7162

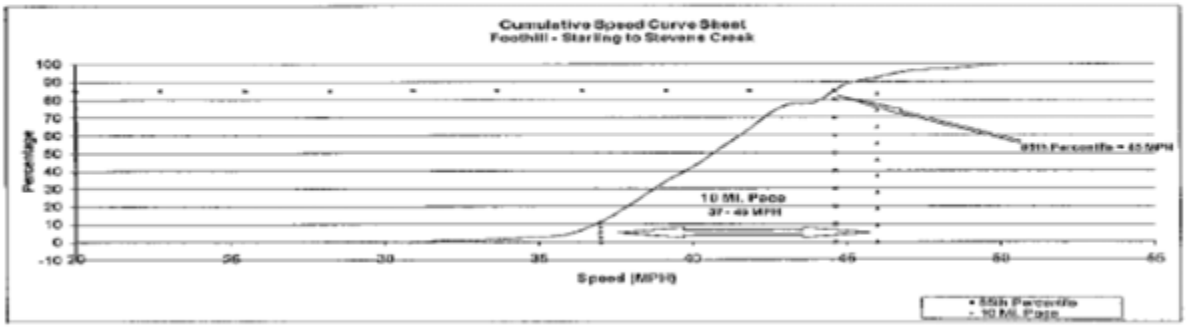
Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	1
33	0
34	1
35	1
36	2
37	7
38	11
39	15
40	14
41	12
42	13
43	12
44	2
45	11
46	4
47	4
48	1
49	1
50	2
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS

Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	11 - 54	41 mph	46 mph	37 - 46	94	88%	4% / 5	8% / 8



Supplement to Comment # 16 (46 of 47)
Name: Pat Grant

WILTEC
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHWAY 85 NORTHBOUND RAMPS
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

VEHICLES

15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	8a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
4:00-4:15	0	0	0	113	171	0	13	26	24	24	0	33	0	214	104	670
4:15-4:30	0	0	0	128	129	0	21	21	21	44	0	32	0	224	139	900
4:30-4:45	0	0	0	138	133	0	6	26	19	43	0	34	0	233	137	887
4:45-5:00	0	0	0	120	161	0	8	18	11	33	0	33	0	263	140	1017
5:00-5:15	0	0	0	141	169	0	7	21	29	33	3	37	0	261	144	1005
5:15-5:30	0	0	0	137	161	0	3	17	8	33	3	39	0	269	172	977
5:30-5:45	0	0	0	120	176	0	2	11	9	48	0	31	0	233	143	903
5:45-6:00	0	0	0	134	171	0	6	4	7	43	0	48	0	264	119	936

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	8a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
4:00-5:00	0	0	0	533	674	0	33	106	95	173	0	174	0	1084	529	3883
4:15-5:15	0	0	0	574	594	0	43	139	74	169	3	176	0	1171	588	3929
4:30-5:30	0	0	0	566	670	0	24	112	67	166	6	140	0	1129	613	3891
4:45-5:45	0	0	0	603	691	0	21	67	56	204	6	179	0	1129	616	3966
5:00-5:30	0	0	0	607	707	0	18	53	36	160	6	172	0	1168	577	3910

SEE GRAPHIC BELOW

BICYCLES

15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	8a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
4:00-4:15	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45-5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:00-5:15	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	5
5:15-5:30	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45-6:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	8a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
4:00-5:00	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	8
4:15-5:15	0	0	0	0	5	0	1	0	0	0	0	0	0	3	0	9
4:30-5:30	0	0	0	0	8	0	1	0	0	0	0	0	0	5	0	14
4:45-5:45	0	0	0	0	7	0	1	0	0	0	0	0	0	5	0	13
5:00-5:30	0	0	0	0	6	0	1	0	0	0	0	0	0	4	0	11

SEE GRAPHIC BELOW

PEDESTRIANS

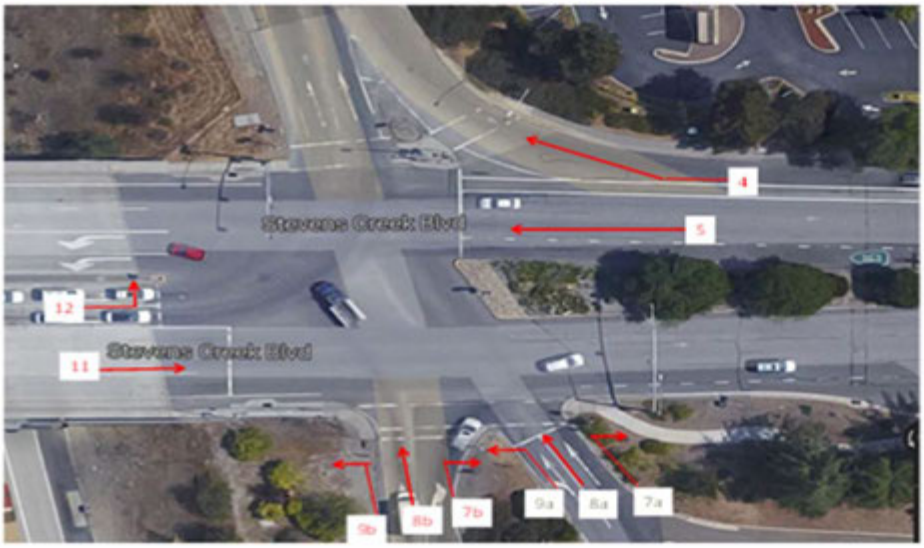
15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	NORTH LEG EB	NORTH LEG WB	NORTH LEG TOTAL	EAST LEG NB	EAST LEG SB	EAST LEG TOTAL	SOUTH LEG EB	SOUTH LEG WB	SOUTH LEG TOTAL	WEST LEG NB	WEST LEG SB	WEST LEG TOTAL
4:00-4:15	0	1	1	0	0	0	0	0	0	0	0	0
4:15-4:30	1	0	1	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	1	1	2	0	0	0
5:00-5:15	0	2	2	0	0	0	1	0	1	0	0	0
5:15-5:30	0	1	1	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	1	0	1	0	0	0	0	0	0	0	0	0

HOUR TOTALS

TIME	NORTH LEG EB	NORTH LEG WB	NORTH LEG TOTAL	EAST LEG NB	EAST LEG SB	EAST LEG TOTAL	SOUTH LEG EB	SOUTH LEG WB	SOUTH LEG TOTAL	WEST LEG NB	WEST LEG SB	WEST LEG TOTAL
4:00-5:00	1	1	2	0	0	0	1	1	2	0	0	0
4:15-5:15	1	3	4	0	0	0	2	1	3	0	0	0
4:30-5:30	0	4	4	0	0	0	2	1	3	0	0	0
4:45-5:45	0	3	3	0	0	0	2	1	3	0	0	0
5:00-5:30	0	3	3	0	0	0	1	0	1	0	0	0

NORTH LEG
WEST LEG
EAST LEG
SOUTH LEG



Supplement to Comment # 16 (47 of 47)
Name: Pat Grant

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STEVENS CREEK BOULEVARD
E/W HIGHWAY 85 SOUTHBOUND RAMPS
CITY: CUPERTINO

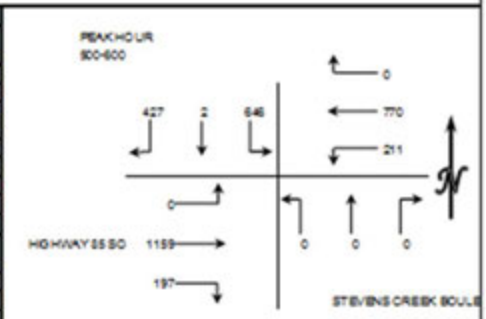
VEHICLES

15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 NBRT	2 NBTH	3 NBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	103	1	131	0	139	38	0	0	0	39	293	0	744
415-430	104	1	118	0	157	50	0	0	0	37	250	0	717
430-445	99	0	103	0	135	54	0	0	0	57	275	0	823
445-500	116	0	146	0	148	31	0	0	0	41	259	0	740
500-515	101	0	154	0	163	43	0	0	0	48	297	0	806
515-530	99	2	139	0	134	50	0	0	0	47	269	0	790
530-545	100	0	133	0	208	59	0	0	0	56	296	0	904
545-600	127	0	170	0	215	59	0	0	0	46	295	0	912

HOUR TOTALS

TIME	1 NBRT	2 NBTH	3 NBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	426	2	547	0	629	173	0	0	0	174	1077	0	3024
415-515	420	1	570	0	653	178	0	0	0	193	1091	0	3096
430-530	416	2	591	0	630	178	0	0	0	193	1100	0	3189
445-545	416	2	621	0	703	193	0	0	0	192	1123	0	3240
500-600	427	2	646	0	770	211	0	0	0	197	1159	0	3412



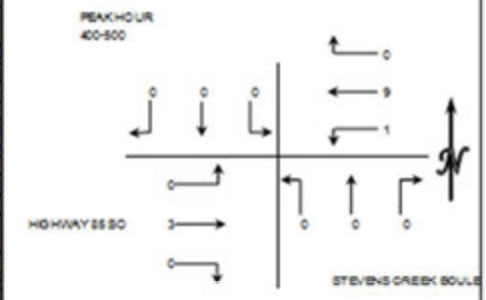
BICYCLES

15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 NBRT	2 NBTH	3 NBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	3	0	0	0	0	0	3	0	6
415-430	0	0	0	0	5	0	0	0	0	0	0	0	5
430-445	0	0	0	0	1	0	0	0	0	0	0	0	1
445-500	0	0	0	0	0	1	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	2	0	2
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	1	0	1
545-600	0	0	0	0	0	0	0	0	0	0	2	0	2

HOUR TOTALS

TIME	1 NBRT	2 NBTH	3 NBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	9	1	0	0	0	0	3	0	13
415-515	0	0	0	0	6	1	0	0	0	0	2	0	9
430-530	0	0	0	0	1	1	0	0	0	0	2	0	4
445-545	0	0	0	0	0	1	0	0	0	0	3	0	4
500-600	0	0	0	0	0	0	0	0	0	0	5	0	5



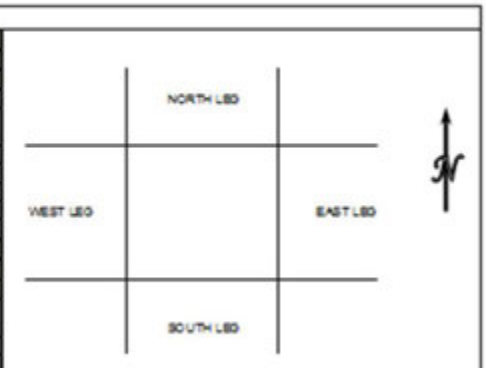
PEDESTRIANS

15 MIN COUNTS — 4:00 PM TO 6:00 PM

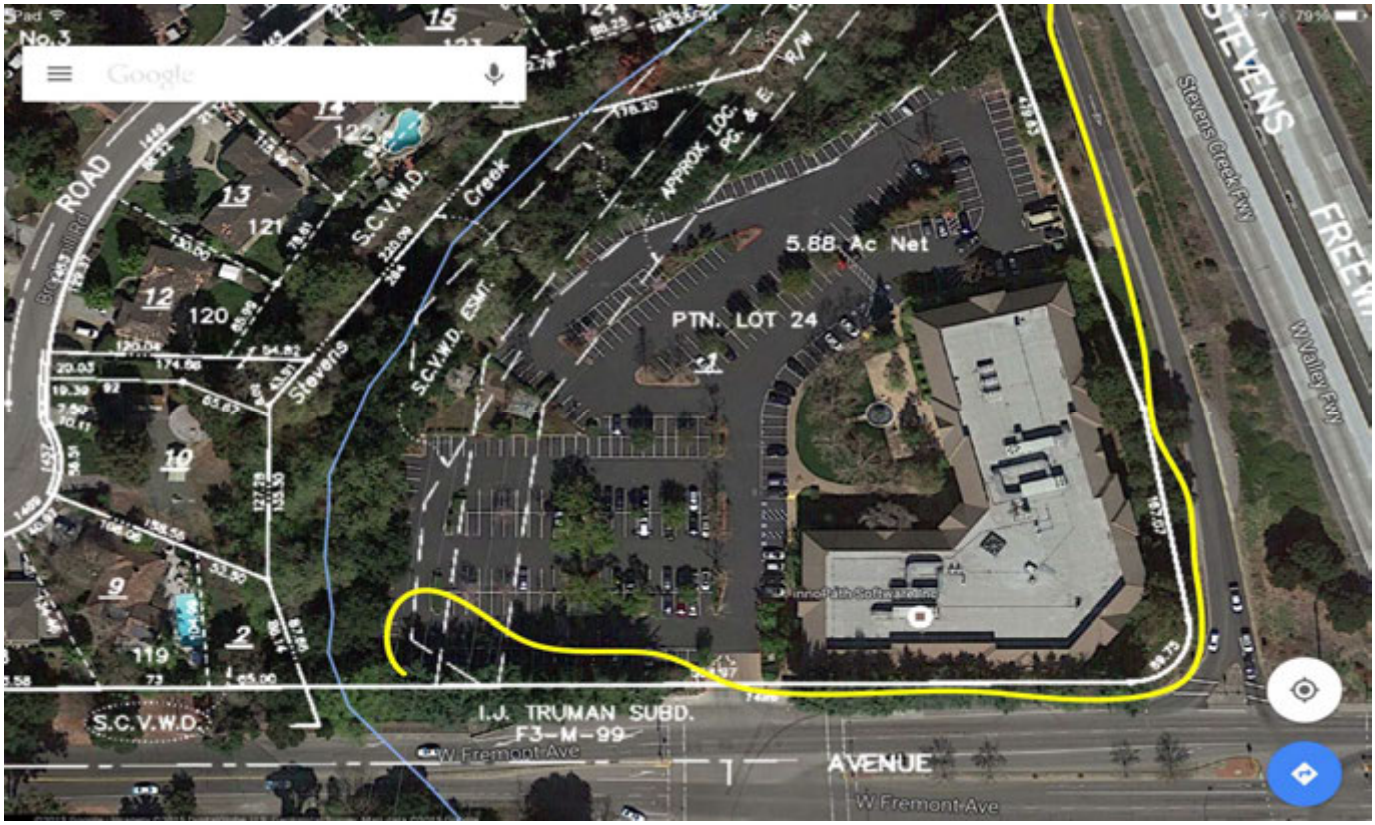
	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
PERIOD	EB	WB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	NB	SB	TOTAL
400-415	1	0	1	0	1	1	1	0	1	0	0	0
415-430	0	1	1	0	0	0	0	1	1	0	0	0
430-445	0	0	0	1	1	2	0	1	1	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	1	0	0	0	0	0	0
515-530	4	0	4	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	3	3	0	0	0
545-600	0	3	3	0	1	1	0	2	2	0	0	0

HOUR TOTALS

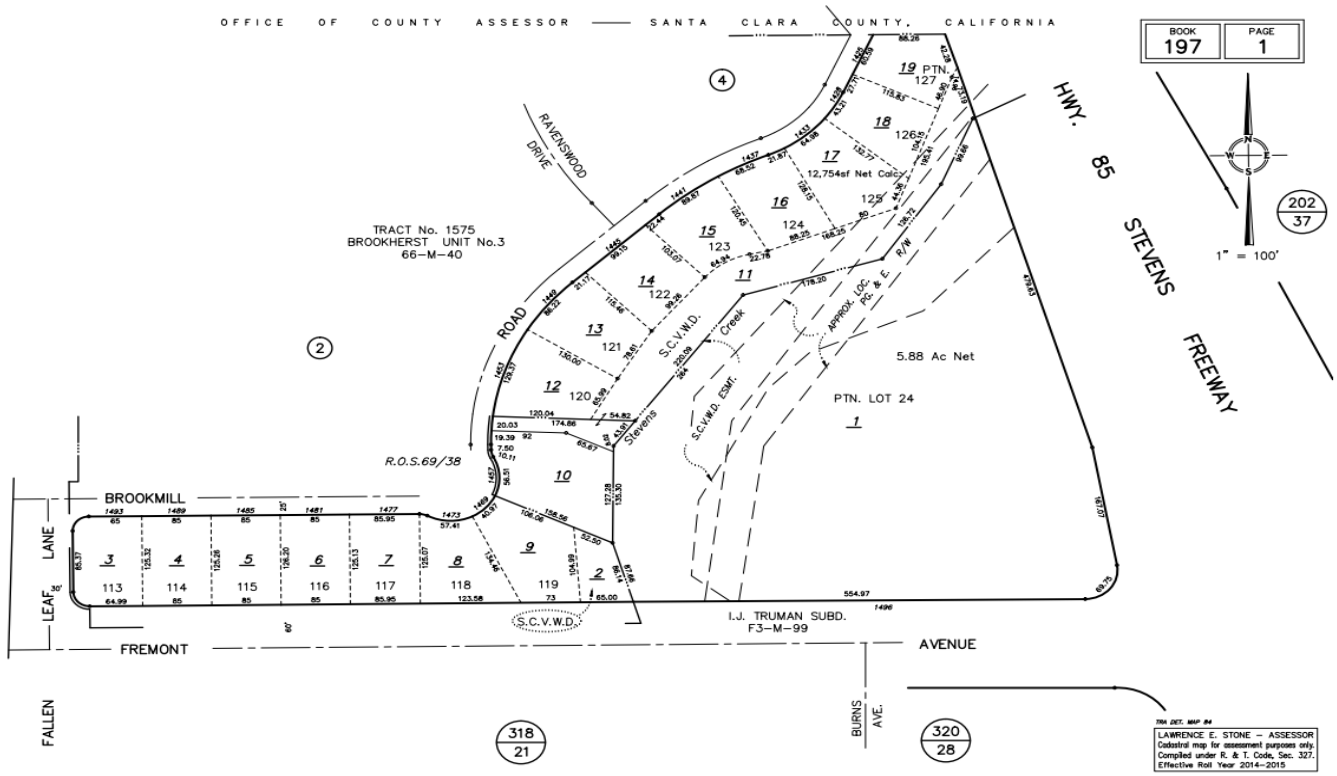
	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
TIME	EB	WB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	NB	SB	TOTAL
400-500	1	1	2	1	2	3	1	2	3	0	0	0
415-515	0	1	1	1	2	3	0	2	2	0	0	0
430-530	4	0	4	1	2	3	0	1	1	0	0	0
445-545	4	0	4	0	1	1	0	3	3	0	0	0
500-600	4	3	7	0	2	2	0	5	5	0	0	0

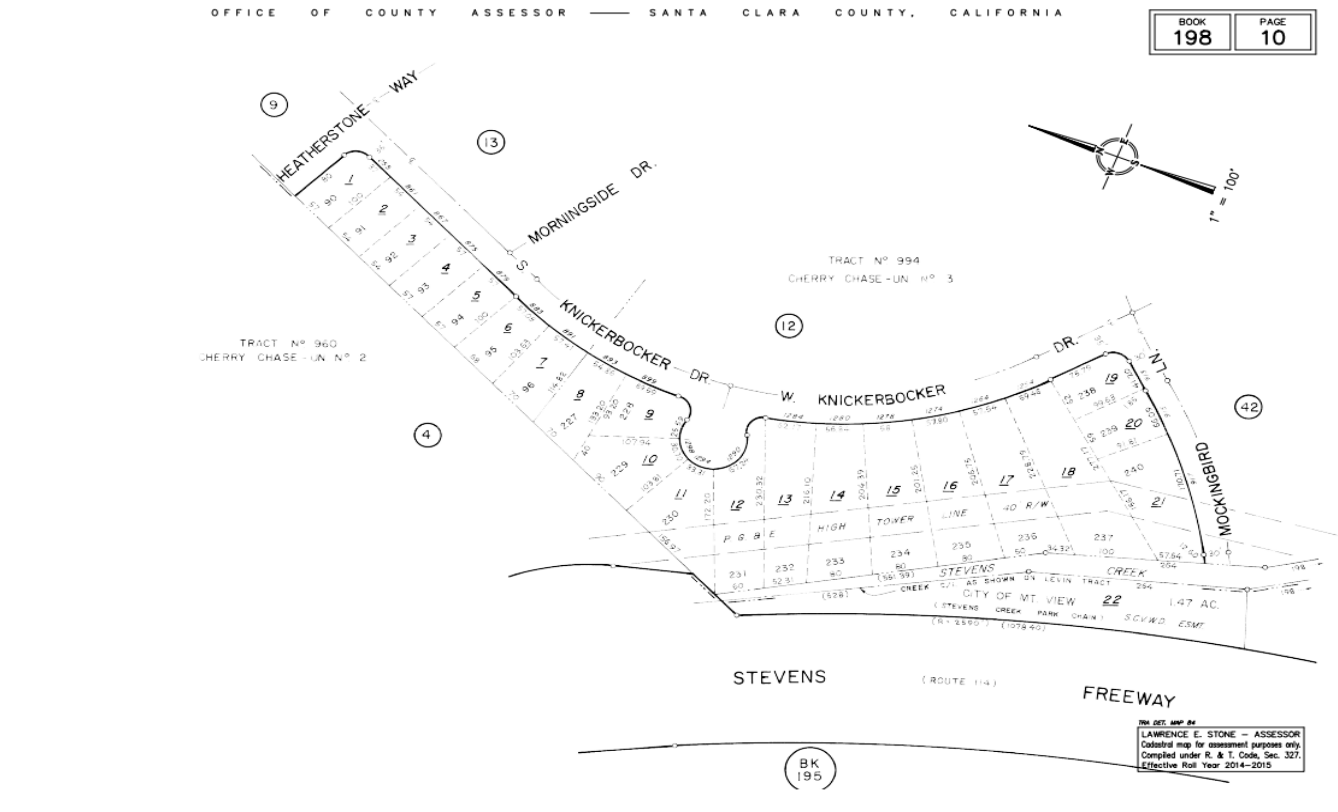


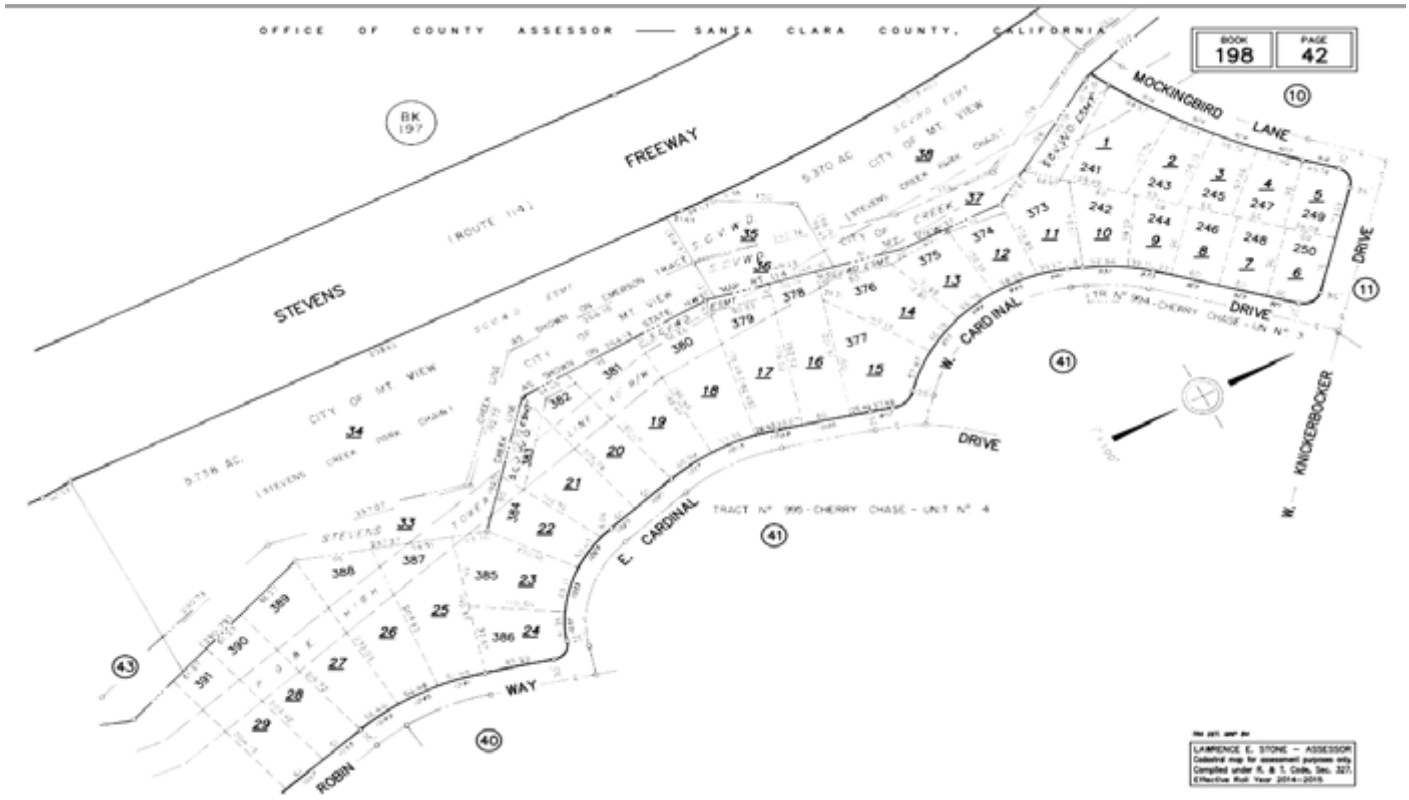
Supplement to Comment # 36
Name: Patrick Grant

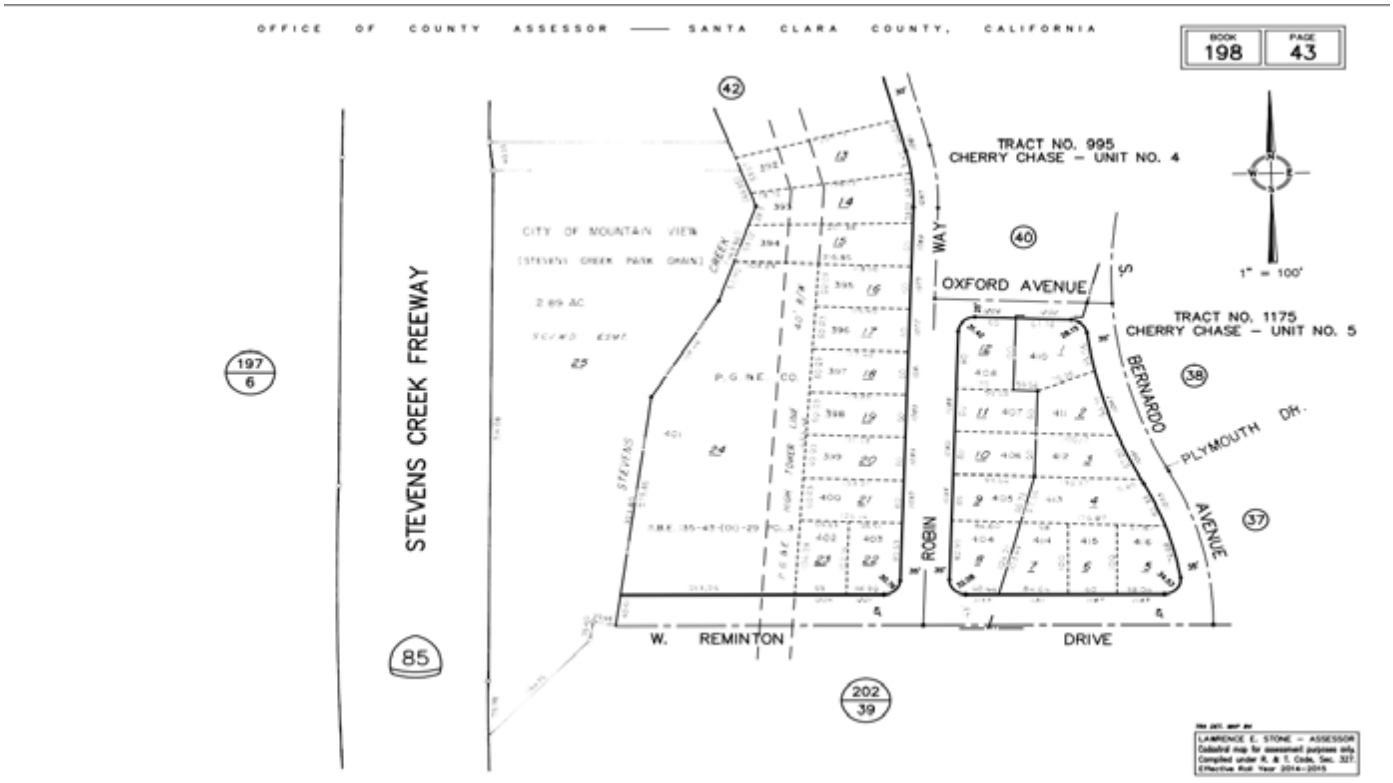


Supplement to Comment #37
Name: n/a

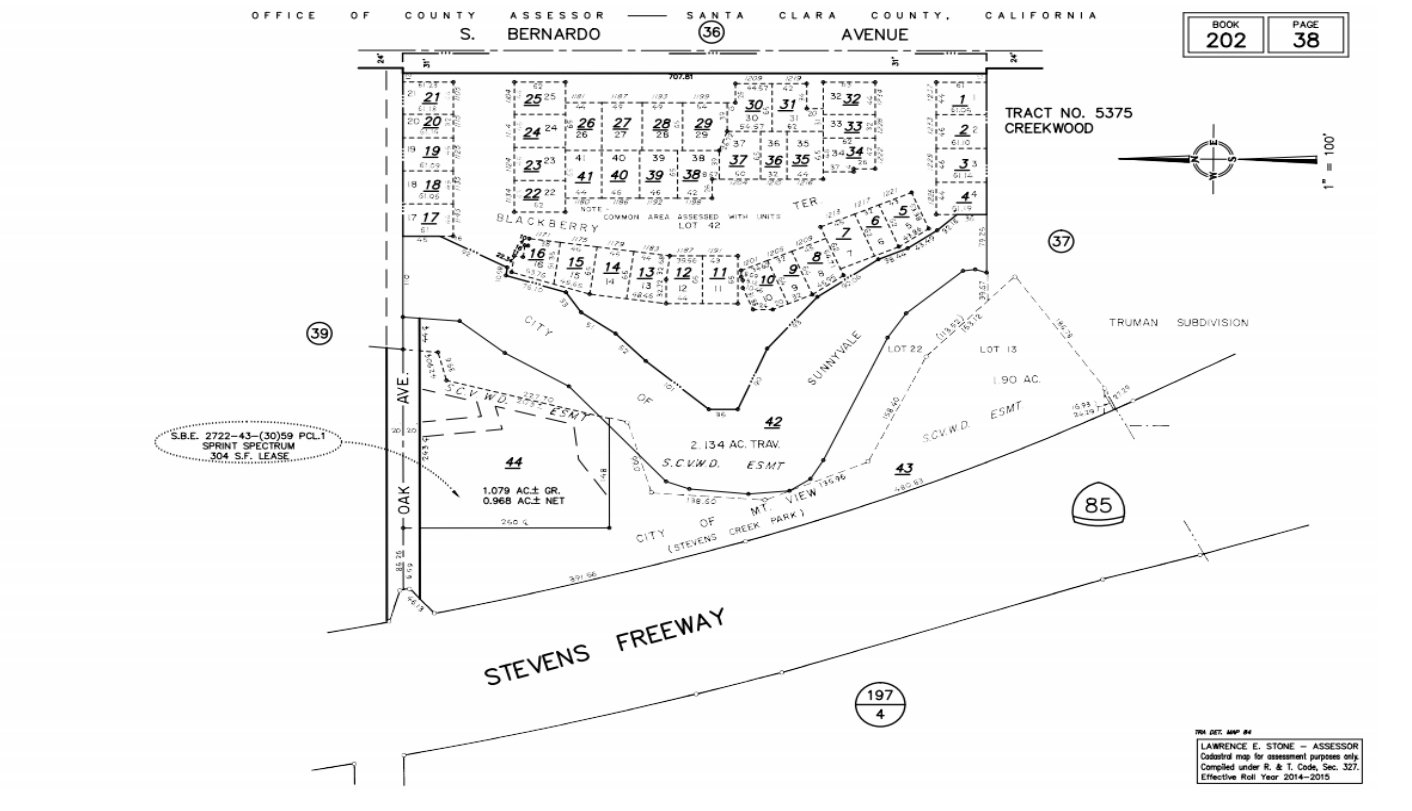


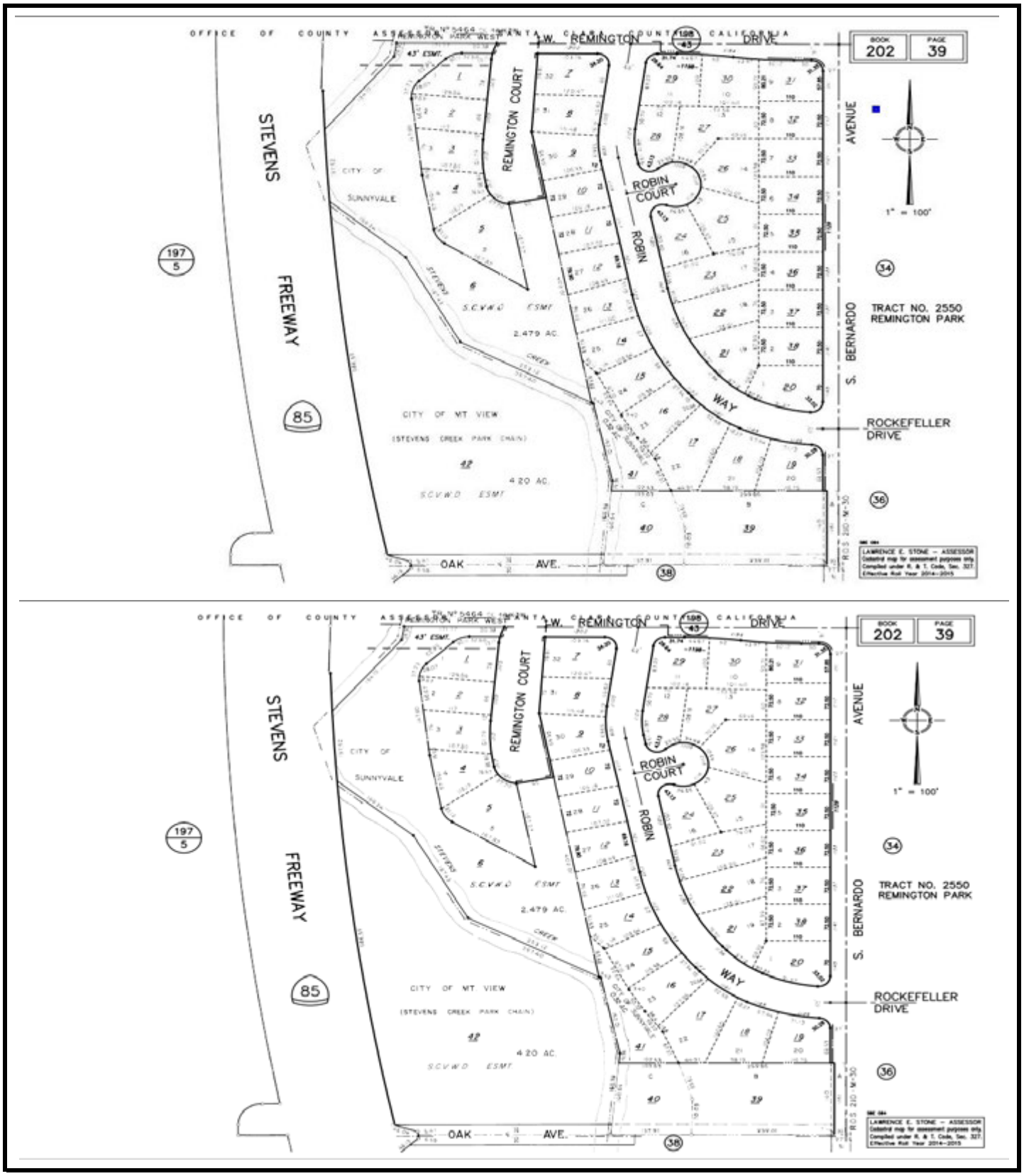



OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 198
PAGE 42
FREEWAY
STEVENS
MOCKINGBIRD LANE
DRIVE
W. CARDINAL
E. CARDINAL
KNICKERBOCKER
WAY
ROBIN
TRACT N° 995 - CHERRY CHASE - UNIT N° 4

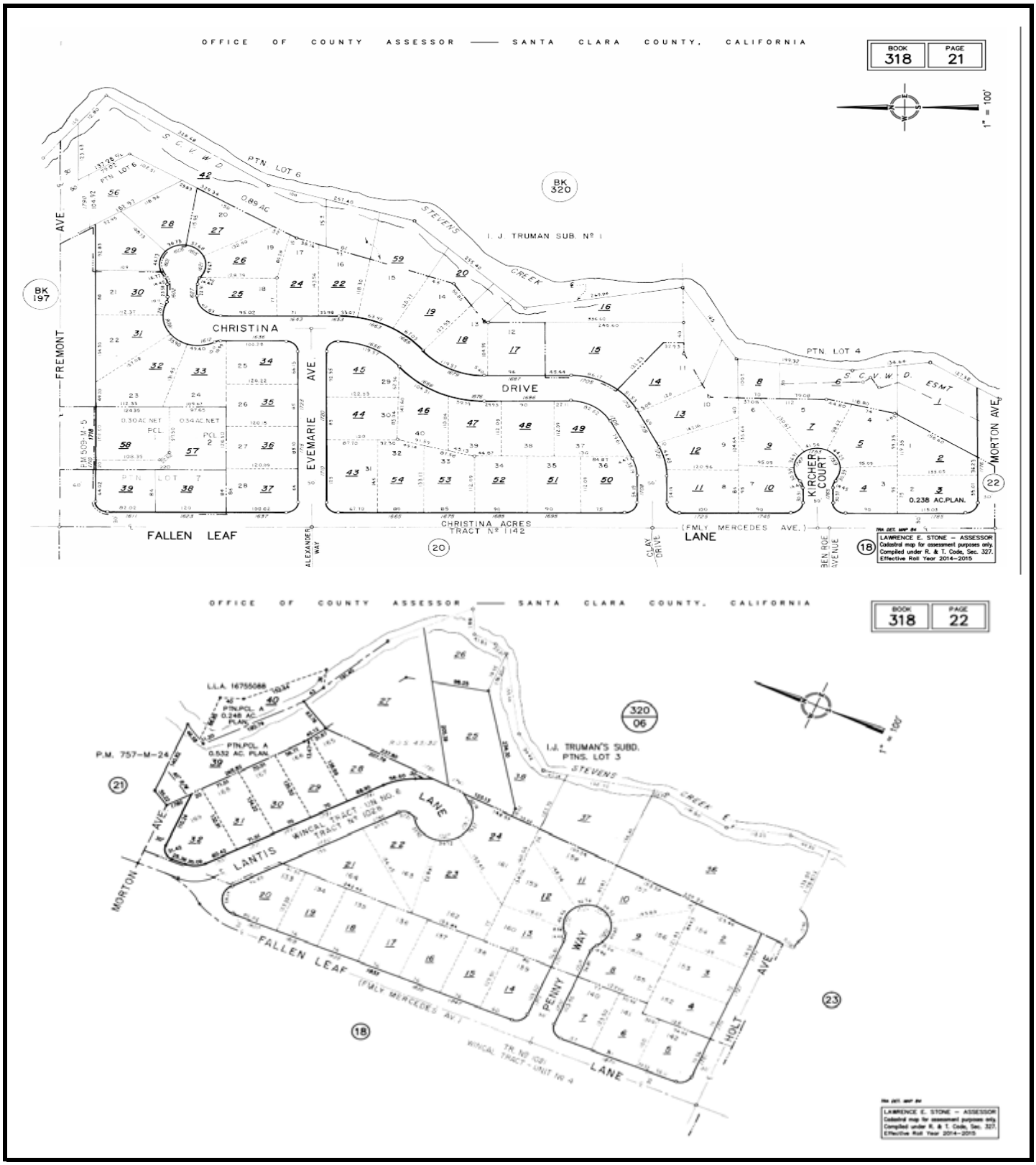

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 198
PAGE 43
STEVENS CREEK FREEWAY
TRACT NO. 995
CHERRY CHASE — UNIT NO. 4
TRACT NO. 1175
CHERRY CHASE — UNIT NO. 5
OXFORD AVENUE
BERNARDO AVENUE
PLYMOUTH DR.
ROBIN WAY
W. REMINTON DRIVE
CITY OF MOUNTAIN VIEW
1" = 100'

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 202
PAGE 37
TICONDEROGA DR.
TRUMAN SUBDIVISION
TRACT No. 8727
CLASSICS BY THE CREEK
664-M-15
YORKTOWN DR.
S. BERNARDO AVE
(PVT.)
TOWNSEND TERRACE
S.C.V.W.D.
1.90 AC. NET
PEL. A
P.M. 245-M-17
GTE MOBILNET OF CALIF. (LEASE) S.B.E. 2559-43-(21)(6)D, PCL. 1
W. FREMONT AVE
320
8
FREEWAY
(ROUTE 85)
STEVENS
197
1
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014-2015

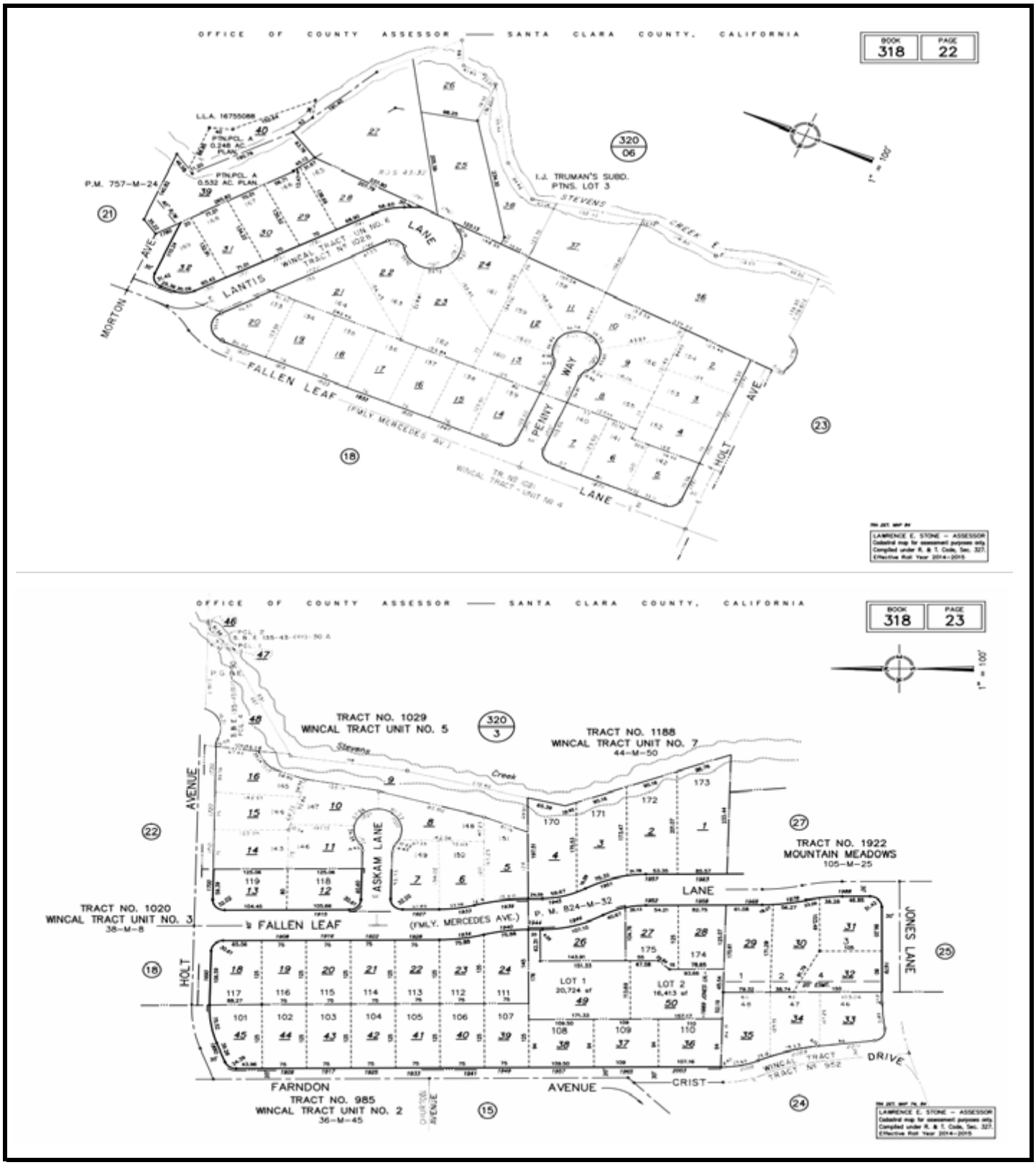

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 202
PAGE 38
S. BERNARDO AVENUE
TRACT NO. 5375
CREEKWOOD
1" = 100'
BLACKBERRY TER
COMMON AREA ASSESSED WITH UNITS LOT 42
CITY OF SUNNYVALE
TRUMAN SUBDIVISION
LOT 22
LOT 13
1.90 AC.
S.C.V.W.D. ESMT
2.134 AC. TRAV.
S.C.V.W.D. ESMT
S.B.E. 2722-43-(30)59 PCL.1
SPRINT SPECTRUM
304 S.F. LEASE
OAK AVE.
1.079 AC.± GR.
0.968 AC.± NET
MT. VIEW
CITY OF (STEVENS CREEK PARK)
85
STEVENS FREEWAY
197
4
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014-2015

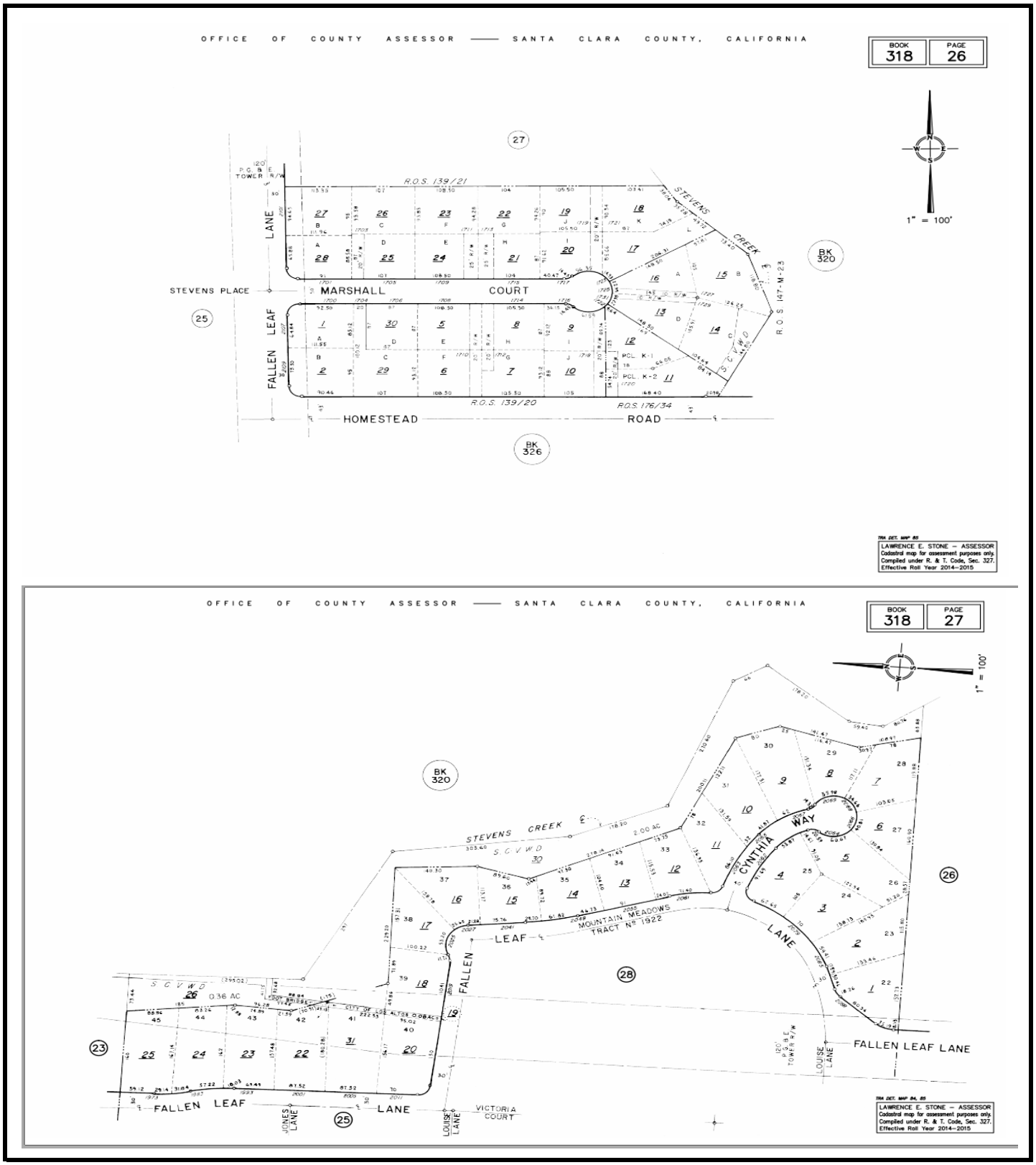


OFFICE OF COUNTY ASSESSOR, SANTA CLARA COUNTY, CALIFORNIA
W. REMINGTON DRIVE
BOOK 202
PAGE 39
REMINGTON COURT
ROBIN COURT
ROBIN WAY
S. BERNARDO AVENUE
1" = 100'
CITY OF SUNNYVALE
STEVENS CREEK
S.C.V.W.D. ESMT
2.479 AC.
CITY OF MT VIEW
(STEVENS CREEK PARK CHAIN)
4.20 AC.
S.C.V.W.D. ESMT
TRACT NO. 2550
REMINGTON PARK
ROCKEFELLER DRIVE
OAK AVE.
STEVENS FREEWAY
85
197
5
34
36
38
R.O.S. 210 - M - 30
LAWRENCE E. STONE – ASSESSOR


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318
PAGE 21
1" = 100'
BK 320
BK 197
I. J. TRUMAN SUB. Nº 1
CHRISTINA
DRIVE
FREMONT AVE.
EVEMARIE AVE.
MORTON AVE.
PTN. LOT 6
PTN. LOT 4
S.C.V.W.D.
STEVENS CREEK
0.30 AC NET
0.34 AC NET
PCL. 1
PCL. 2
P.M. 505-M-5
PTN. LOT 7
KIRCHER COURT
0.238 AC. PLAN.
FALLEN LEAF
ALEXANDER WAY
CHRISTINA ACRES TRACT Nº 1142
(FMLY. MERCEDES AVE.)
CLAY DRIVE
LANE
BEN ROE AVENUE
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015

OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318
PAGE 22
1" = 100'
320 06
L.L.A. 16755068
PTN.POL. A 0.248 AC. PLAN.
PTN.POL. A 0.532 AC. PLAN.
P.M. 757-M-24
I.J. TRUMAN'S SUBD. PTNS. LOT 3
STEVENS CREEK
MINGAL TRACT UN NO. 6 TRACT Nº 1028
LANTIS AVE.
MORTON AVE.
FALLEN LEAF (FMLY MERCEDES AV.)
PENNY WAY
HOLT AVE.
TR. NO 1081 MINGAL TRACT UNIT NO 4
LANE
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318 PAGE 22
320 06
1" = 100'
P.M. 757-M-24
I.J. TRUMAN'S SUBD. PTNS. LOT 3
STEVENS CREEK
LANTIS AVE.
MORTON AVE.
WINCAL TRACT UNIT NO. 6 TRACT NO. 1028
LANE
FALLEN LEAF (FMLY. MERCEDES AV.)
PENNY WAY
HOLT AVE.
WINCAL TRACT UNIT NO. 4 TR NO 1281
LANE
21
18
23
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only
Compiled under R. & T. Code, Sec. 327
Effective Roll Year 2014-2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318 PAGE 23
1" = 100'
TRACT NO. 1029
WINCAL TRACT UNIT NO. 5
320 3
Stevens Creek
TRACT NO. 1188
WINCAL TRACT UNIT NO. 7
44-M-50
AVENUE
ASKAM LANE
22
27
TRACT NO. 1922
MOUNTAIN MEADOWS
105-M-25
LANE
TRACT NO. 1020
WINCAL TRACT UNIT NO. 3
38-M-8
FALLEN LEAF
(FMLY. MERCEDES AVE.)
P. M. 824-M-32
JONES LANE
25
18
HOLT
LOT 1
20,724 sf
LOT 2
16,413 sf
WINCAL TRACT NO. 952
DRIVE
FARNDON
AVENUE
CRIST
AVENUE
TRACT NO. 985
WINCAL TRACT UNIT NO. 2
36-M-45
15
24
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only
Compiled under R. & T. Code, Sec. 327
Effective Roll Year 2014-2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318
PAGE 26
1" = 100'
R.O.S. 139/21
STEVENS CREEK
MARSHALL COURT
STEVENS PLACE
FALLEN LEAF LANE
R.O.S. 147-M-23
R.O.S. 139/20
R.O.S. 176/34
HOMESTEAD ROAD
BK 320
BK 326
LAWRENCE E. STONE – ASSESSOR
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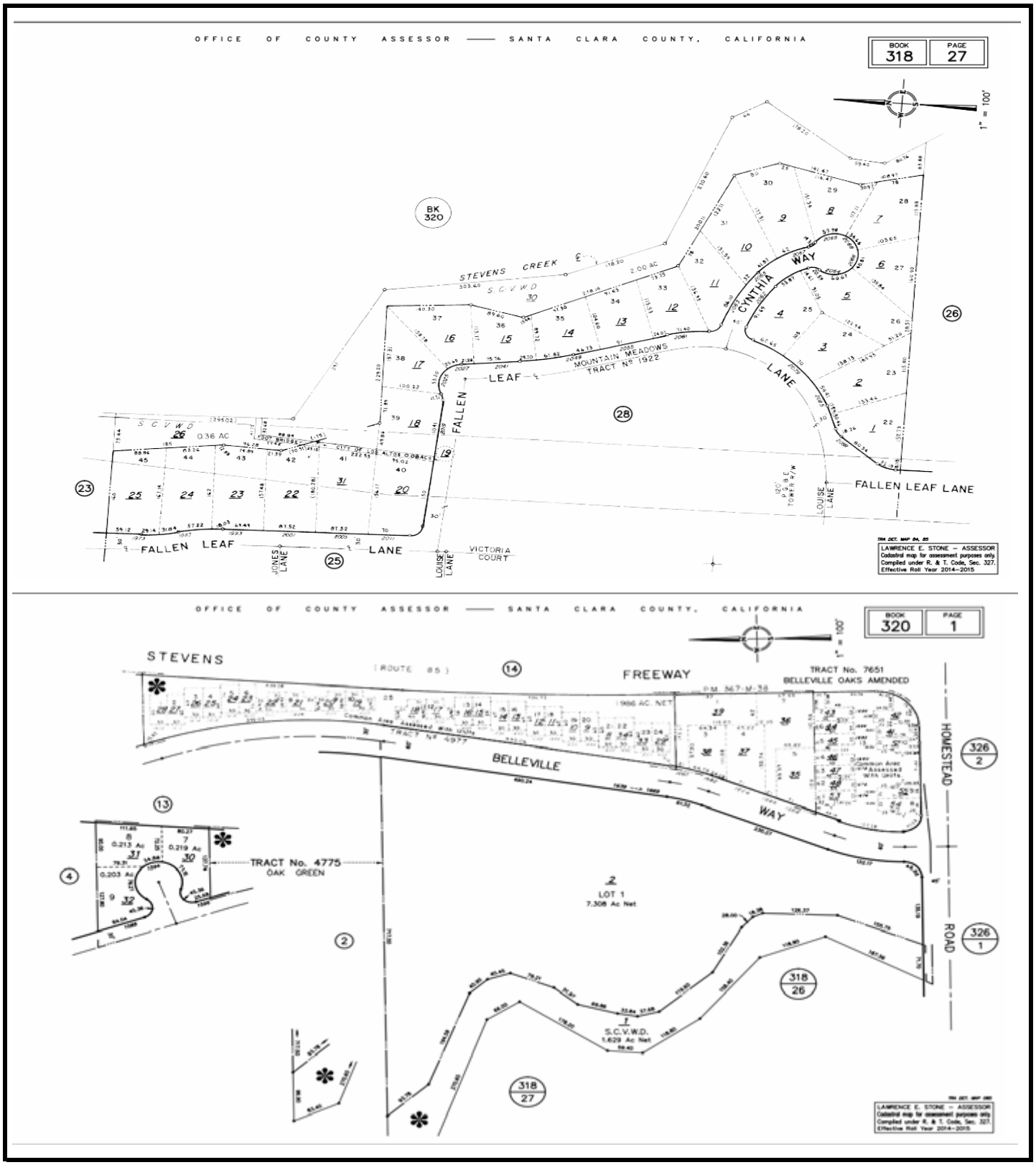
Effective Roll Year 2014–2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318
PAGE 27
1" = 100'
STEVENS CREEK
S.C.V.W.D.
MOUNTAIN MEADOWS
TRACT No 1922
CYNTHIA WAY
FALLEN LEAF LANE
FALLEN LEAF
VICTORIA COURT
JONES LANE
LOUISE LANE
BK 320
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 318
PAGE 27
1" = 100'
BK 320
STEVENS CREEK
S.C.V.W.D.
CYNTHIA WAY
MOUNTAIN MEADOWS
TRACT No. 1922
FALLEN LEAF LANE
FALLEN LEAF
JONES LANE
VICTORIA COURT
LOUISE LANE
LAWRENCE E. STONE — ASSESSOR
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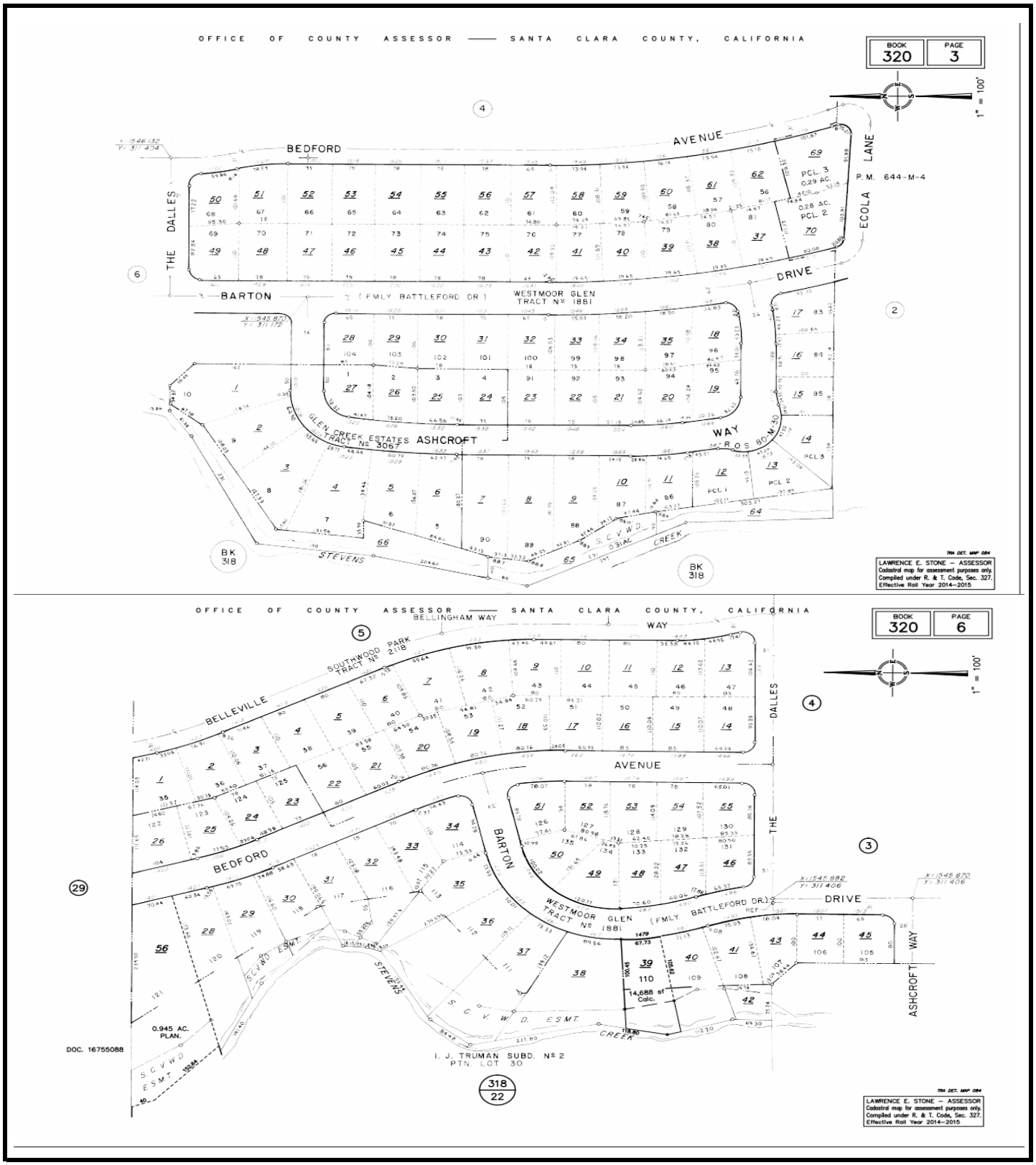
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 320
PAGE 1
STEVENS
(ROUTE 85)
FREEWAY
TRACT No. 7651
BELLEVILLE OAKS AMENDED
BELLEVILLE WAY
HOMESTEAD ROAD
TRACT No. 4775
OAK GREEN
LOT 1
7.308 Ac Net
S.C.V.W.D.
1.629 Ac Net
326/2
326/1
318/26
318/27
LAWRENCE E. STONE — ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 320 PAGE 3
1" = 100'
BEDFORD AVENUE
THE DALLES
ECOLA LANE
P. M. 644-M-4
PCL. 3 0.29 AC.
PCL. 2 0.28 AC.
BARTON (FMLY BATTLEFORD DR.)
WESTMOOR GLEN TRACT Nº 1881
DRIVE
GLEN CREEK ESTATES TRACT Nº 3067
ASHCROFT WAY
R.O.S. 80/30
PCL 1
PCL 2
PCL 3
S.C.V.W.D.
OBIAC CREEK
STEVENS
BK 318
LAWRENCE E. STONE – ASSESSOR
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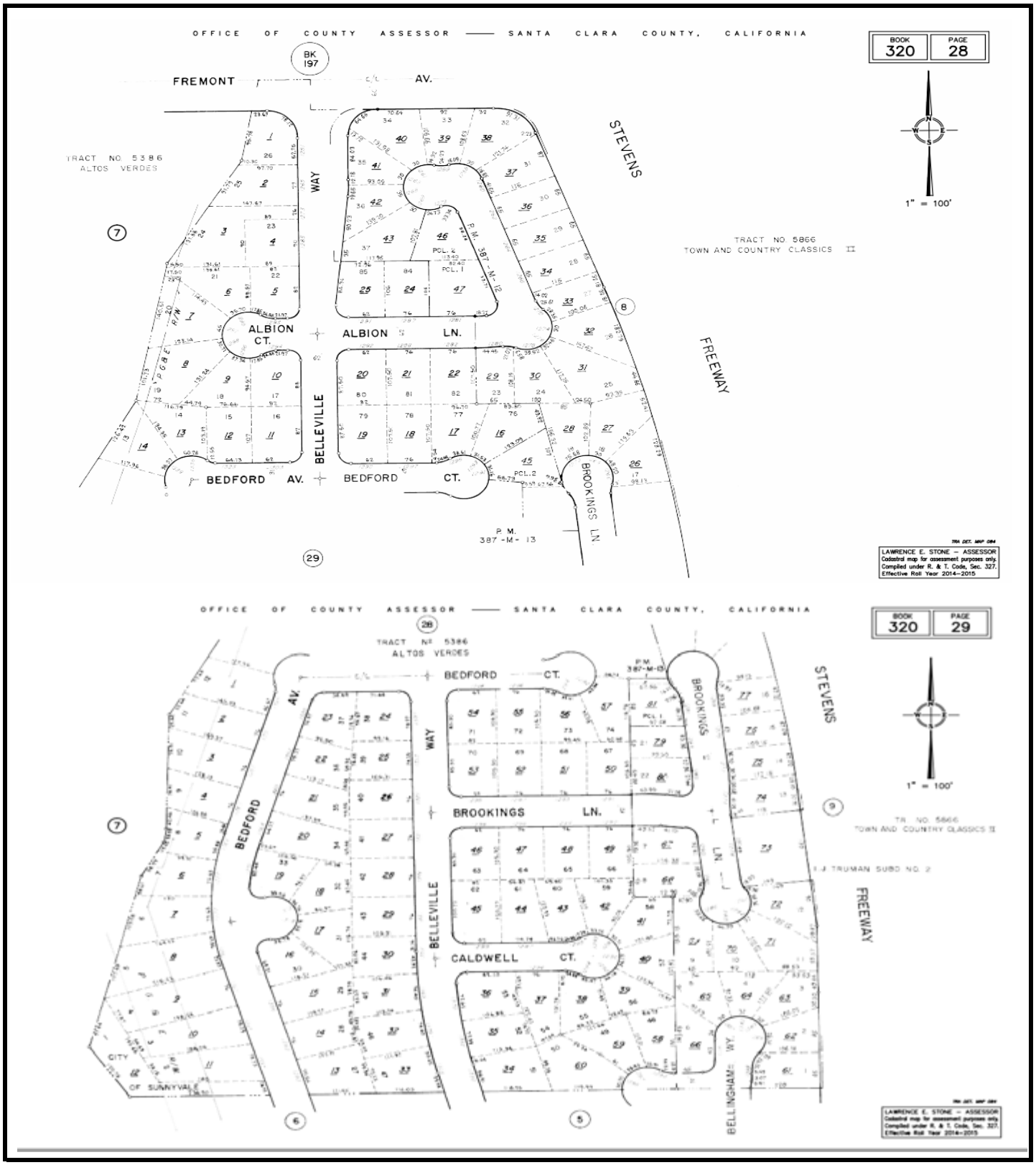
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 320 PAGE 6
1" = 100'
BELLINGHAM WAY
SOUTHWOOD PARK TRACT Nº 2118
BELLEVILLE WAY
DALLES AVENUE
BEDFORD AVENUE
BARTON
THE
WESTMOOR GLEN TRACT Nº 1881 (FMLY BATTLEFORD DR.)
DRIVE
ASHCROFT WAY
S.C.V.W.D. ESMT.
STEVENS CREEK
0.945 AC. PLAN.
DOC. 16755088
I. J. TRUMAN SUBD. Nº 2 PTN. LOT 30
318/22
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 320 PAGE 28
BK 197
FREMONT AV.
TRACT NO. 5386
ALTOS VERDES
WAY
STEVENS
P.M. 387-M-12
PCL. 2
PCL. 1
TRACT NO. 5866
TOWN AND COUNTRY CLASSICS II
ALBION CT.
ALBION LN.
FREEWAY
P.G.&E. R/W
BELLEVILLE
BEDFORD AV.
BEDFORD CT.
BROOKINGS LN
P.M. 387-M-13
1" = 100'
LAWRENCE E. STONE — ASSESSOR
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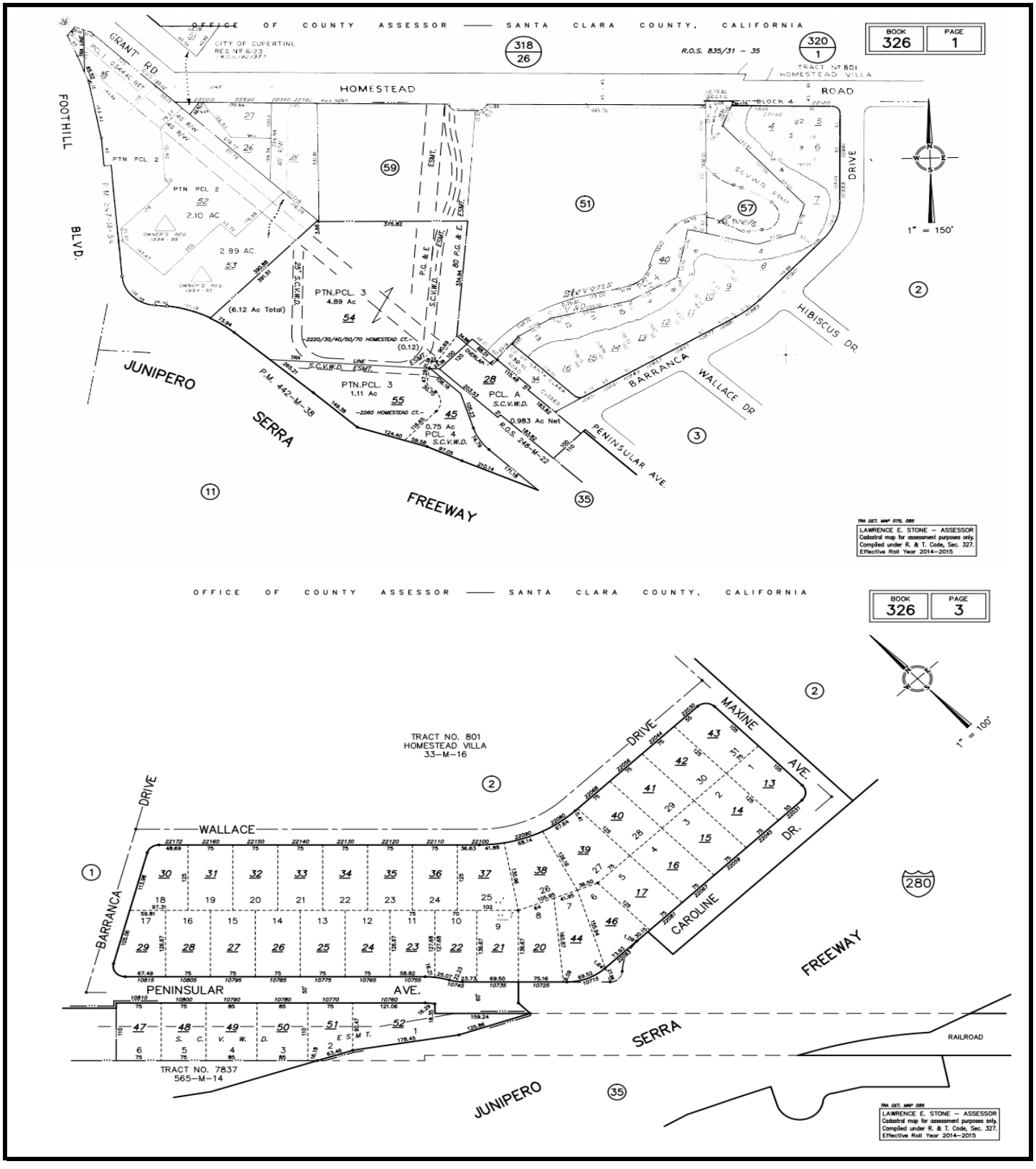
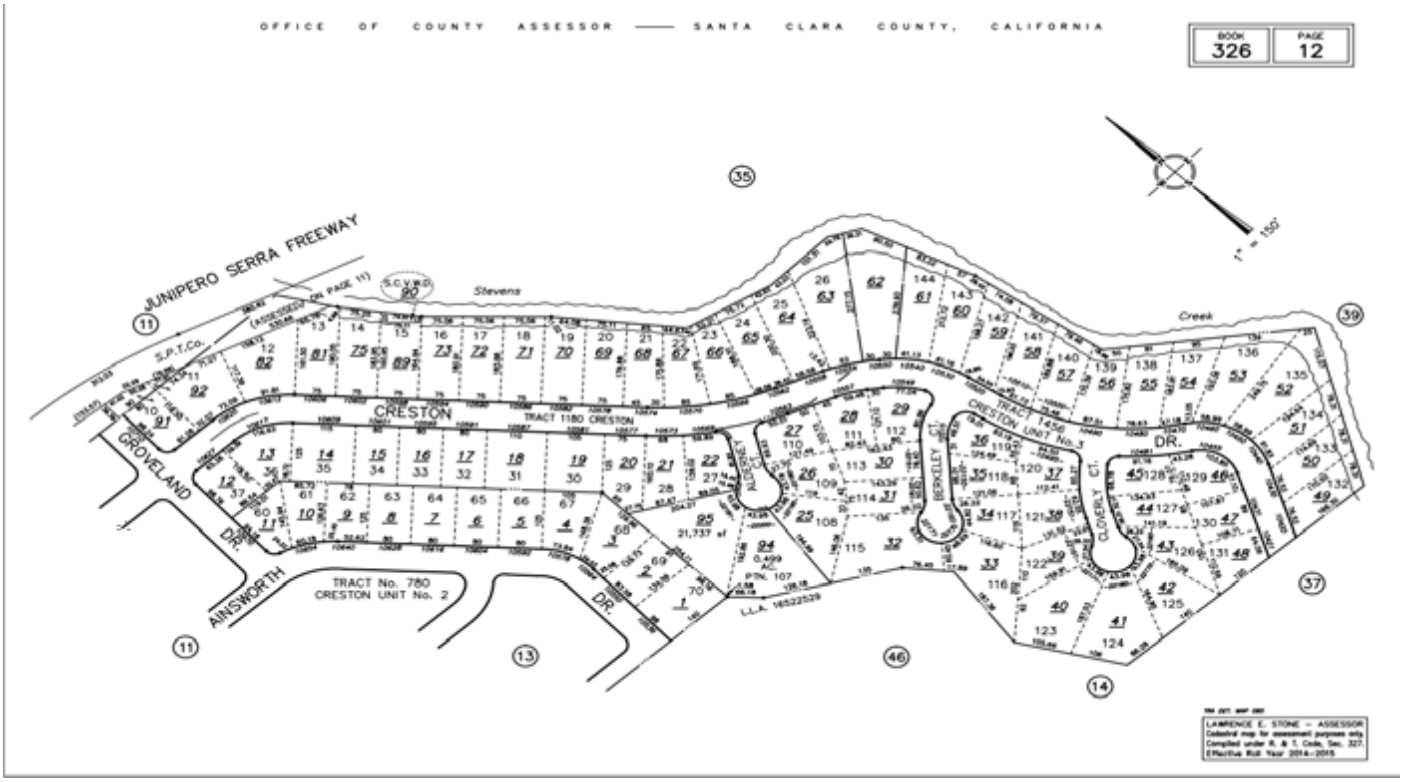
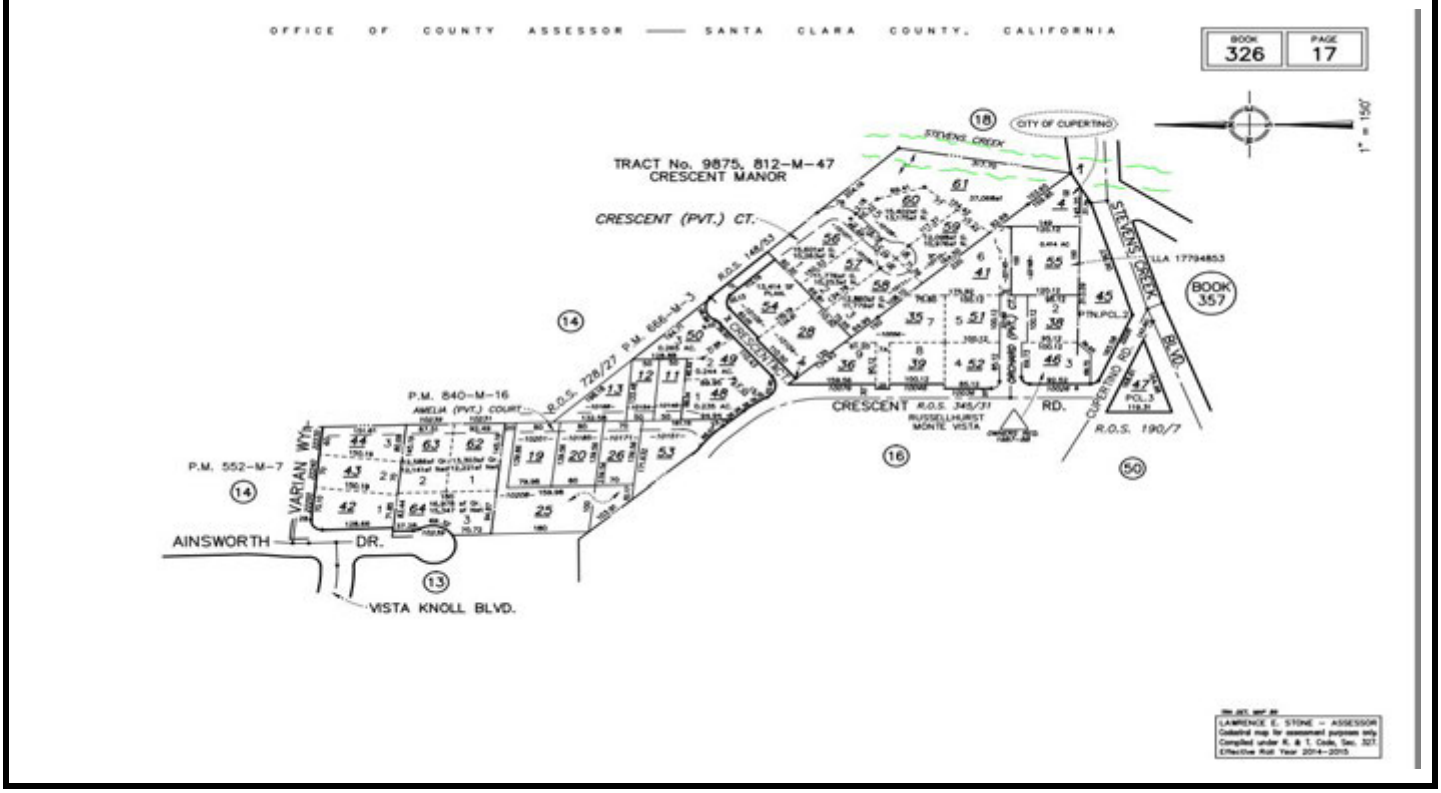
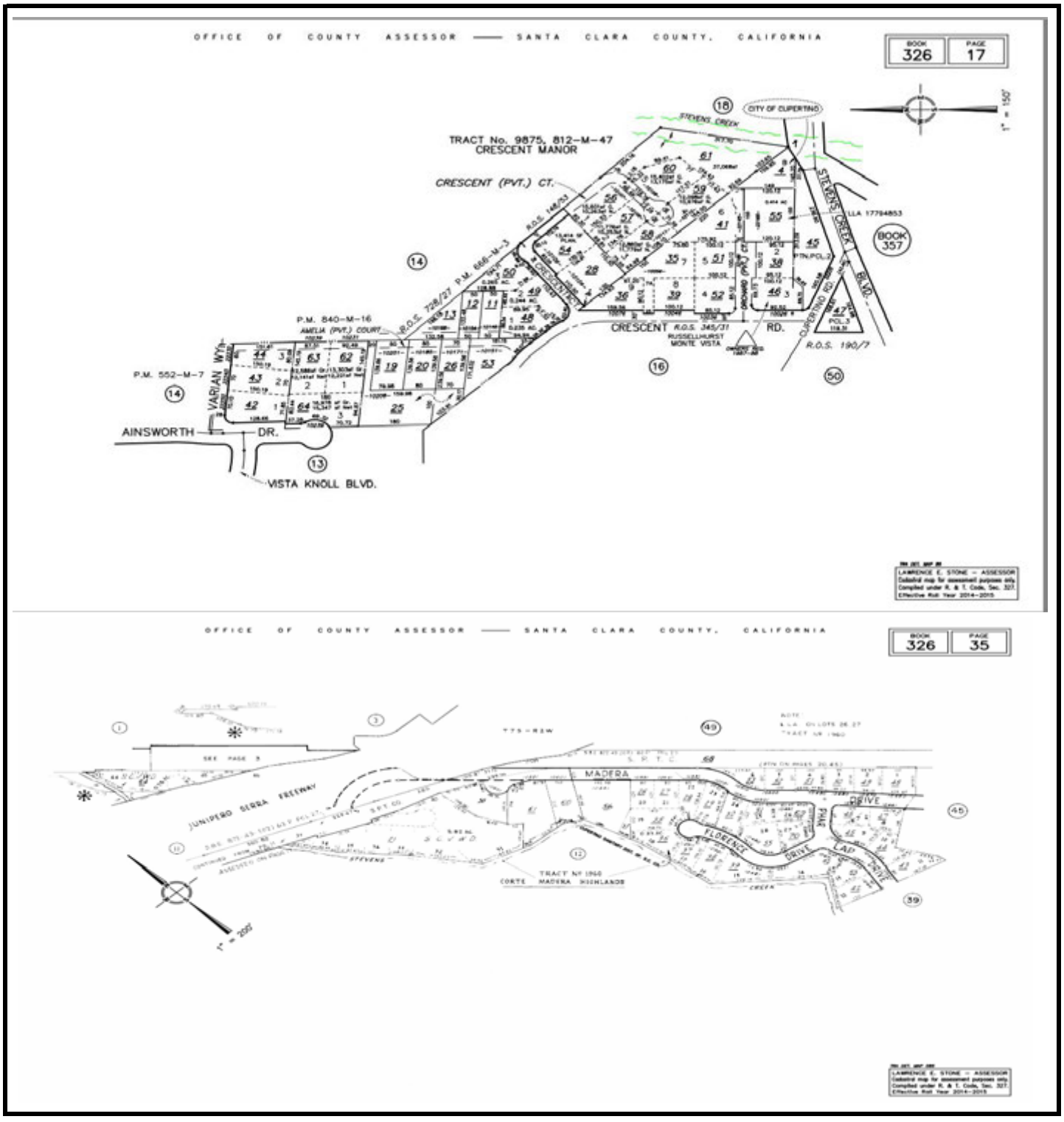
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 320 PAGE 29
TRACT Nº 5386
ALTOS VERDES
BEDFORD CT.
P.M. 387-M-13
BROOKINGS
STEVENS
BEDFORD AV.
WAY
BROOKINGS LN.
BELLEVILLE
CALDWELL CT.
L J TRUMAN SUBD NO. 2
FREEWAY
CITY OF SUNNYVALE
BELLINGHAM WY.
1" = 100'
TR. NO. 5866
TOWN AND COUNTRY CLASSICS II
LAWRENCE E. STONE — ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326 PAGE 1
318 26
320 1
GRANT RD
HOMESTEAD ROAD
TRACT Nº 801 HOMESTEAD VILLA
FOOTHILL BLVD.
PTN. PCL 2
2.10 AC.
2.89 AC.
PTN.PCL. 3 4.89 Ac
(6.12 Ac Total)
PTN.PCL. 3 1.11 Ac
0.75 Ac PCL. 4
0.983 Ac Net
PCL. A
JUNIPERO SERRA FREEWAY
BARRANCA
WALLACE DR
HIBISCUS DR
PENINSULAR AVE.
DRIVE
1" = 150'
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326 PAGE 3
TRACT NO. 801 HOMESTEAD VILLA 33–M–16
WALLACE
BARRANCA DRIVE
MAXINE AVE.
CAROLINE DR.
PENINSULAR AVE.
SERRA
JUNIPERO
FREEWAY
280
RAILROAD
TRACT NO. 7837 565–M–14
1" = 100'
LAWRENCE E. STONE – ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014–2015


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326
PAGE 12
JUNIPERO SERRA FREEWAY
Stevens
Creek
CRESTON
TRACT 1180 CRESTON
CRESTON UNIT No. 3
TRACT 1456
GROVELAND
DR.
AINSWORTH
TRACT No. 780
CRESTON UNIT No. 2
ALDERLY
BERKELEY CT.
CLOVERLY CT.
1" = 150'
LAWRENCE E. STONE – ASSESSOR


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326
PAGE 17
CITY OF CUPERTINO
STEVENS CREEK
TRACT No. 9875, 812–M–47
CRESCENT MANOR
CRESCENT (PVT.) CT.
CRESCENT RD.
STEVENS CREEK BLVD.
BOOK 357
P.M. 840–M–16
AMELIA (PVT.) COURT
P.M. 552–M–7
VARIAN WY.
AINSWORTH DR.
VISTA KNOLL BLVD.
1" = 150'
LAWRENCE E. STONE – ASSESSOR


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326 PAGE 17
TRACT No. 9875, 812-M-47
CRESCENT MANOR
CRESCENT (PVT.) CT.
P.M. 840-M-16
AMELIA (PVT.) COURT
P.M. 552-M-7
VARIAN WAY
AINSWORTH DR.
VISTA KNOLL BLVD.
CRESCENT RD.
RUSSELLHURST
MONTE VISTA
STEVENS CREEK BLVD.
CUPERTINO RD.
CITY OF CUPERTINO
STEVENS CREEK
BOOK 357
OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 326 PAGE 35
JUNIPERO SERRA FREEWAY
MADERA
DRIVE
FLORENCE
TRACT Nº 1960
CORTE MADERA HIGHLANDS

Supplement to Comment # 97
Name: Kathleen Cordova

LARGE BUMPS

1.5 ft. additional width; $15k-$30k per lane-mile

PROTECTION LEVEL	+ + + + +
INSTALLATION COST	$ $ $ $ $
DURABILTY	○ ○ ○ ○ ○
AESTHETICS	◎ ◎ ◎ ◎ ◎

Supplement to Comment # 121
Name: Kathleen Cordova

REPORT: Citizens for Responsible Trails (CRT) Response to Stevens Creek Trail Feasibility Study

RESPONSE REPORT
Citizens for Responsible Trails, a local advocacy group, has created an official response to the Stevens Creek Trail Joint Cities Feasibility Study that was recently made available on the City of Sunnyvale's website. Citizens for Responsible Trails evaluated the trail routes identified in the study by determining to what extent the route segments are consistent with the group's core values:

1) Fiscal Responsibility
2) Utilize Existing Infrastructure
3) Minimize New Impact

Each trail segment is also rated as to whether budget estimates for new infrastructure are consistent with the group's emphasis on fiscal responsibility.

Download the full report here: CRT Response to Stevens Creek Trail Feasibility Study

Questions and comments about the response can be directed to Citizens for Responsible Trails

RECOMMENDATIONS TO CONCERNED CITIZENS
Citizens for Responsible Trails has seen that the cities will listen to the concerns of citizens. Here is how you can get involved:

Attend one (or more) of the three upcoming Public Input Meetings:

Sunnyvale Public Input Meeting
Thursday, May 21, 2015 from 6:30 9:30 p.m.
Sunnyvale Community Center Ballroom 550 E. Remington Drive, Sunnyvale

Cupertino Public Input Meeting
Monday, June 1, 2015 from 6:30 9:30 p.m.
Cupertino Community Room, 10350 Torre Avenue, Cupertino

Los Altos/Mountain View Public Input Meeting
Monday, June 8, 2015 from 6:30 9:30 p.m.
Mountain View Senior Center, 266 Escuela Avenue, Mountain View

Email your comments on the Stevens Creek Trail Feasibility Study to:
SCTfeasibilitystudy@sunnyvale.ca.gov. Your comments will be included in the final report to the city councils of Cupertino, Los Altos, Mountain View and Los Altos

Contact your local city elected officials and city staff to voice your concerns and views.

Supplement to Comment # 136
Name: Christopher R Moylan

Superintendent Phil Quon
Board of Education Pearl Cheng
Ben Liao
Josephine Lucey
Gary McCue
Phyllis Vogel

Cupertino Union School District

10301 Vista Drive • Cupertino, California 95014–2091 • (408) 252–3000 • Fax (408) 253-7845

August 27, 2008

Mr. Christopher Moylan, Councilmember
City of Sunnyvale
456 West Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088

Dear Mr. Moylan,

This letter responds to an inquiry you made regarding the possibility of a city funded trail being placed on district property along the northern edge of West Valley Elementary School. Specifically you asked if the district would be willing to entertain an easement for such purposes.

The district has entered into similar cooperative agreements/easements with other municipalities. After review of the issue with staff, the district would be open to discussing such a project at West Valley School. However, there are concerns and limitations as to placement, funding and maintenance that would have to be a part of any future discussions. Needless to say, we would assume that significant study would also be required on the part of the city prior to any decision.

Regards,

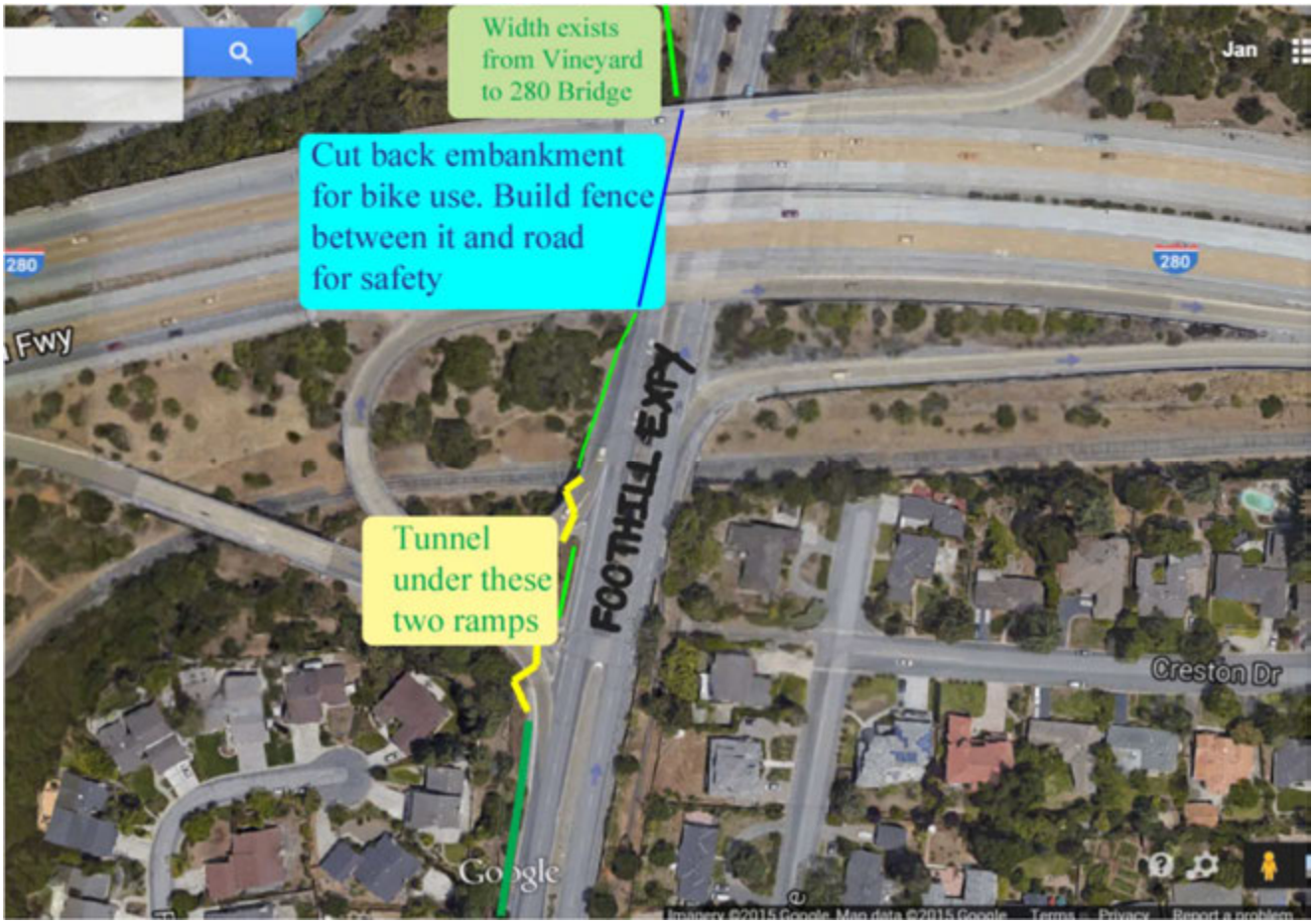
S/S

Rick Hausman
Chief Business Officer

RH:lc

Equal Opportunity Employer

Supplement to Comment # 318
Name: Jan Holstein



Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

STEVENS CREEK TRAIL - MISNOMER. ACTUALLY NEIGHBORHOOD INVASION TRAIL

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.

RECEIVED
APR 22 2013
By GS

	NAME	ADRESS	
1.	Utley / Utley	[redacted]	3/5/2013
2.	W.L. Fyall	[redacted]	
3.	Muzzin / MUZZIN	[redacted]	
4.	Theodore / Marthe Theodore	[redacted]	
5.	Ken Klinkowski	[redacted]	
6.	Marianne Klinkowski	[redacted]	3/5/2013
7.	Lynn Bonicelli	[redacted]	
8.	Tim Dowd	[redacted]	
9.	AMIRTHARAJ	[redacted]	
10.	Leslie Sullivan	[redacted]	
11.	DON W HARR	[redacted]	
12.	JOHN GATTO	[redacted]	
13.	Vraj Bhanvad	[redacted]	3/5/2013
14.		[redacted]	
15.		[redacted]	
16.		[redacted]	
17.		[redacted]	
18.		[redacted]	
19.		[redacted]	

PAGE 1

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

NEighborhood INVASION Trail

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.

RECEIVED APR 22 2013 By 65

	NAME	ADRESS	
1.	Craig Brown	[redacted]	3/5/2013
2.	Barbie Utley	[redacted]	
3.	Linda Granville	[redacted]	
4.	TINA MARTIN	[redacted]	
5.	Robert Mz	[redacted]	
6.	Ann Rossing	[redacted]	
7.	Diane Berg	[redacted]	3/6/2013 DB
8.	Sue Castles	[redacted]	
9.	Angelas Duffy AND TOM (Duffy)	[redacted]	
10.			
11.	Sharon Hoo	[redacted]	
12.	Rodney Hoo	[redacted]	
13.	Joe Habet	[redacted]	
14.		[redacted]	03/06/13
15.	Verli Bottarelli	[redacted]	3-6-13
16.	Delores Fanning	[redacted]	3/6/'13
17.	Mayumi Tachikawa-Chu	[redacted]	3/7/13
18.	MONICA HOFSTETTER	[redacted]	
19.	Ty Bamis	[redacted]	3/7/0

PAGE 2

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

Neighborhood INVASION TRAIL

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.

RECEIVED APR 22 2013 By GS

	NAME	ADRESS
1.	NORMA TOKUNO	[redacted]
2.	Tony Tokuno	[redacted]
3.	Mike Byrne	[redacted]
4.	[redacted]	[redacted]
5.	[redacted]	[redacted]
6.	[redacted]	[redacted]
7.	[redacted]	[redacted]
8.	FRED SHOWER	[redacted]
9.	RON FAIRCHILD	[redacted]
10.	PATRICIA FAIRCHILD	[redacted]
11.	GEORGE & Alice Carpio	[redacted]
12.	Shirley Stottlebower	[redacted]
13.	Joseph C. Stottlebower, Jr.	[redacted]
14.	Mallik	[redacted]
15.	SMITH	[redacted]
16.	[redacted]	[redacted]
17.	[redacted]	[redacted] 3/31/2013
18.	Danielle Berg	[redacted] 3/31/13
19.	CHRIS CIARDELLA	[redacted] 3-31-13

PAGE 3

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

The proposed Stevens Creek bike and walking trail is an intrusion and would only bring more unwanted graffiti and crime to our neighborhood. It also is not fiscally responsible.

RECEIVED
APR 22 2013
By 65

PLEASE SIGN THIS PETITION IF YOU AGREE TO KEEP THE STVENS CREEK BIKE/WALKING TRAIL AWAY FROM THE MANN/MADERA/PHAR LAP AREA.

	NAME	ADDRESS
1.	Lilian Lin	[redacted]
2.	Art & Maria LeClaire	[redacted]
3.	Judy Wilson (Judy Wilson)	[redacted]
4.	(Ray Martin)	[redacted]
5.	T. Sridhar	[redacted]
6.	Meeja Kim	[redacted]
7.	Jan Smith	[redacted]
8.	Simon Lee	[redacted]
9.	marianne Klinkowski marianne Klink	[redacted]
10.	Kenneth Klinkowski	[redacted]
11.	Roger L. Brock	[redacted]
12.	Anita Yen	[redacted]
13.		[redacted]
14.	Donna Maiello	[redacted]
15.		[redacted]
16.	Carolyn Miller	[redacted]
17.	Bert L. Frescura	[redacted]
18.	Charles Qi	[redacted]

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.

RECEIVED
APR 22 2013
By GS

	NAME	ADRESS	
1.	Kamran Yazdanbakhsh	[redacted]	03/31/13
2.	Kaveh Yazdanbakhsh	[redacted]	03/31/13
3.	Ralph Liu	[redacted]	3/31/13
4.	Bailan Ren	[redacted]	3/31/13
5.	Mukesh Garg	[redacted]	3/31/13.
6.	Mary Kasprzak	[redacted]	3/31/13
7.	John Kasprzak	[redacted]	3-31-13
8.	Manjari Kashyap	[redacted]	4/1/13
9.	Jignesh Desai	[redacted]	4/1/13
10.	Reba Hartman	[redacted]	4-1-13
11.	Peter Hartman	[redacted]	
12.	Joanne Hsing	[redacted]	
13.	PATRICIA L. COLES	[redacted]	
14.	Chih-Pong Lin	[redacted]	
15.	Janie Elliott	[redacted]	4/2/13
16.	Janie Elliott		4/2/13
17.	ASHOK GUPTA	[redacted]	4/2/13
18.	Meenakshi Gupta	[redacted]	4/2/13
19.		[redacted]	4/2/13

PAGE 5

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

19 Xiaomei Liu, [redacted]

20 Patty Ng [redacted]

21 Fin Sep [redacted]

22

RECEIVED
APR 22 2013
By GS

Supplement to Comment # 450

Name: Tracy Gibbons

May 31, 2015

Dear Members of the SCT Task Force and Los Altos City Councilmembers:

Below is the letter I sent to the Los Altos City Council and the Stevens Creek Trail Study Task Force in January of 2014. I include it herewith because my position about using any route that involves a surface street that intersects with and/or grade crosses Fremont Ave. as a designated bicycle and pedestrian connector has not changed, except as further noted. The letter details the experience and risks of crossing Fremont Ave. on a bicycle, and I am submitting it as part of my input to the recent Feasibility Study now under consideration as well.

Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. are not viable options for a variety of reasons including those stated in my letter of January 17, 2014. Fallen Leaf Lane is especially problematic because it is an uncontrolled intersection that is already a traffic nightmare for residents who queue up to move into or across the Fremont Ave. intersection, particularly at high traffic times, and adding controls of any sort would only make an already horrendous situation even worse.

I continue to cross Fremont at Fallen Leaf Lane on my bicycle six or eight times a week. In fact, my experience as a cyclist has become only more difficult, dangerous, and worrisome over the last year and a half. This is the result of several factors:

- As the economy has improved and employment in the area has increased, traffic volume on Fremont Ave. has gradually become heavier at most times of the day, especially rush periods, which overlap with arrival and dismissal times at Mountain View High School.
- Metering lights have been installed on the Fremont Ave. on ramps to SR 85, significantly increasing traffic congestion along Fremont Ave. on both sides of the SR 85 underpass, in both directions.
- The traffic signal at Fremont and Belleville is being triggered much more frequently due to construction traffic entering and exiting the office building that is currently being modified for use by Stanford as medical space, also contributing to traffic volume and congestion. If the proposed use of this building is approved this will only become worse—much, much worse as a result of continuous use of the intersection.
- Motorists exiting northbound SR 85 to Fremont Ave. routinely run the red light at end of the off ramp.
- All these factors interact systemically to intensify what was already a growing problem. If gridlock at this complex, three-jurisdiction intersection is to be avoided, all these variables must be considered

Supplement to Comment # 450

Name: Tracy Gibbons

interdependently and addressed together, including the Trail extension alternatives and their respective effects at this location.

Adding more cyclists and pedestrians traveling through or near this intersection on a surface street, in any direction, to this already difficult and troublesome mix will only further increase congestion and risk—especially to the cyclists and pedestrians—and I oppose any route that contributes to this occurrence.

Additionally, on my route from the south side of Fremont Ave. to the Trail entrance at Sleeper and Katrina and back again, I also ride past Mountain View High School. As you surely know, the traffic and congestion around the school and in the nearby residential areas is already beyond problematic and unsafe, with parents double parking on Truman Ave. while waiting to pick up their kids, and students speeding while talking on their phones. Arrival, dismissal, and lunch times are especially difficult for cyclists. I also oppose any Trail connector that includes routing around or near the school.

Nevertheless, I continue to support the linking of the Trail. There are connector alternatives that utilize existing infrastructure, including the 280 overpass, wider streets where bike lanes and sidewalks are already in place, and controlled intersections, thus reducing the cost of this project while also increasing safety for both users and motorists. These options avoid major ongoing disruption to residential areas and potential reduction of property values—and possibly increasing them when residents (and Trail users) have access to safe, attractive, and convenient recreational activities offered by the Stevens Creek Trail.

At the conclusion of the letter below, I requested that members of the various decision making bodies involved in recommendations and/or decisions about the eventual connector route ride the Fallen Leaf Lane route on bicycles, crossing Fremont Ave. at various times of the day, so that they would have a first-hand, practical experience of the solution they'd be creating if they were to choose that option. I again make this request, only this time it is that you ride every alternative identified in the Feasibility Study—or at least the segments of them that currently exist—before you make recommendations and decisions that will have the effect of altering the lives of those who are directly affected.

Respectfully,

Tracy Gibbons
Clay Drive, Los Altos

Supplement to Comment # 450

Name: Tracy Gibbons

January 17, 2014

Dear Councilmembers:

This message offers input about two topics before the City Council and due to be discussed in the near future, the Stevens Creek Trail Feasibility Study and Fremont Ave. Traffic Calming. I believe the two issues are interrelated. I am both a resident of the Fallen Leaf Lane neighborhood, an experienced cyclist, and a frequent, long-term user of the Stevens Creek Trail. I support the linking of the two sections of the trail. You have received copious input from residents, including me, about the problems and limitations related to using Fallen Leaf Lane as the connector for the trail. Therefore my comments herein are focused on the problems and issues related to having riders making frequent crossings of Fremont Ave. on bicycles.

I request that my input also be made available to the multi-city task force that has been studying the alternatives for a trail connector.

In both Council and community meetings, you have referred to 280 as the "great divide," but a specially built, designated overcrossing for pedestrians and cyclists has already been constructed. In my view and experience, the bigger great divide is Fremont Ave., because the area under consideration for a connector solution is filled with uncontrolled intersections and mostly lacks even designated crosswalks.

This is my experience (as a cyclist, not as a driver which is another set of issues) of making this crossing regularly six or eight times a week:

- The traffic is either bumper-to-bumper during heavy travel times or, frequently, speeding. Both make for difficult bike crossings.
- It is impossible—or at least ill advised—to make a continuous crossing across both lanes at any time, because the line-of-site of the far lane is obscured by foliage, it's difficult to gauge how fast oncoming traffic is approaching, and/or cars will often arrive in the intersection in one or both of the left turn lanes.
- There is no crosswalk, so there can be no expectation that drivers might yield.
- Sometimes drivers will slow or stop to let me cross. While I appreciate this courtesy, I have observed instances where the driver behind them is following closely or isn't paying attention and then brakes abruptly and hard. I won't be surprised if eventually there is a collision that affects the motorists and possibly the cyclist.

Supplement to Comment # 450

Name: Tracy Gibbons

As careful as I am, this is already an inherently dangerous, risky situation. Adding more cyclists to the mix won't help the traffic or the riders, quite the contrary: it will become more congested, especially when traffic is already backed up to the Belleville traffic light and the 85 interchange, and therefore more dangerous, risky, and difficult for all.

It's not that I am opposed only to using Fallen Leaf as the connector route, although I am. I'm also opposed to using any uncontrolled intersection along Fremont Ave. as a designated route for cyclists who need to cross, as the problems and risks are no different. Even using a controlled intersection will contribute to increased traffic flow and bike crossing problems at other intersections, because every time a signal changes, traffic on Fremont will become even more congested.

I am already on record as opposing traffic circles/roundabouts/rotaries as a means to address traffic problems in Los Altos. I learned to drive and for many years lived on the East Coast where rotaries are commonplace. People on this coast are typically unfamiliar with how to enter and exit a rotary (just as people on the Right Coast are unfamiliar with how to navigate four-way stops). The combination of a rotary at Fallen Leaf Lane (if that's not irrevocably off-the-table) and also using it as the trail connector would be, in my opinion, not only exceedingly difficult but possibly deadly—to cyclists.

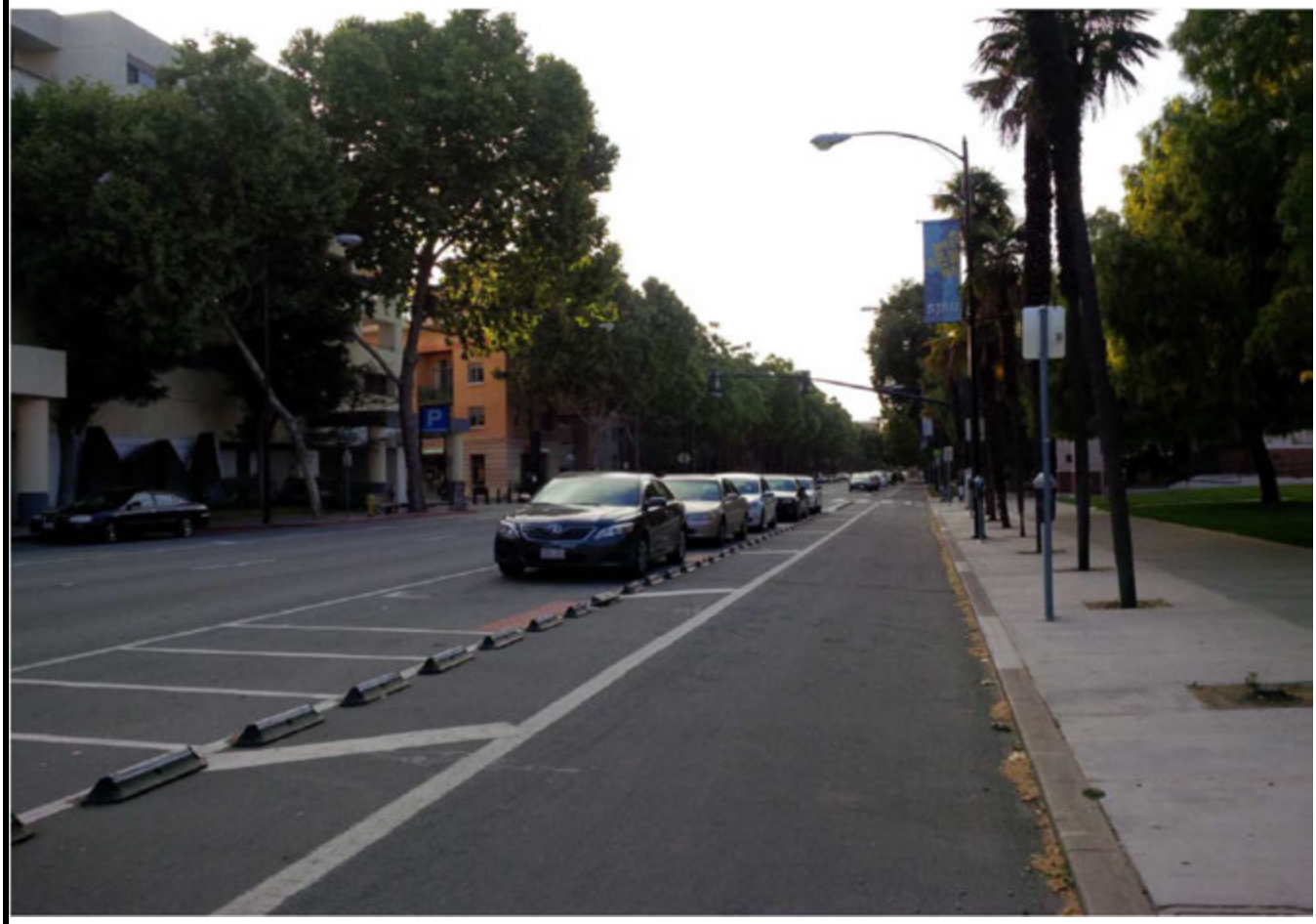
Finally, I have a request of both Council members as well as the members of the Trail Task Force: take a bike ride and cross Fremont Ave. on Fallen Leaf Lane three separate times—in the morning during rush hour, in the evening during rush hour, and at dismissal time at Mountain View High School. You might also want to do a fourth trip at a time when traffic is lighter and calmer, just for comparison. And then think about the effects that increased bike traffic crossing this intersection would have on all who travel through it in any direction, and on the larger community as a whole. I think it would be inappropriate if not unconscionable for any of you to make recommendations and/or decisions about a solution to the trail connection issue without having first-hand direct experience of using this intersection as a cyclist.

Respectfully,

Tracy Gibbons

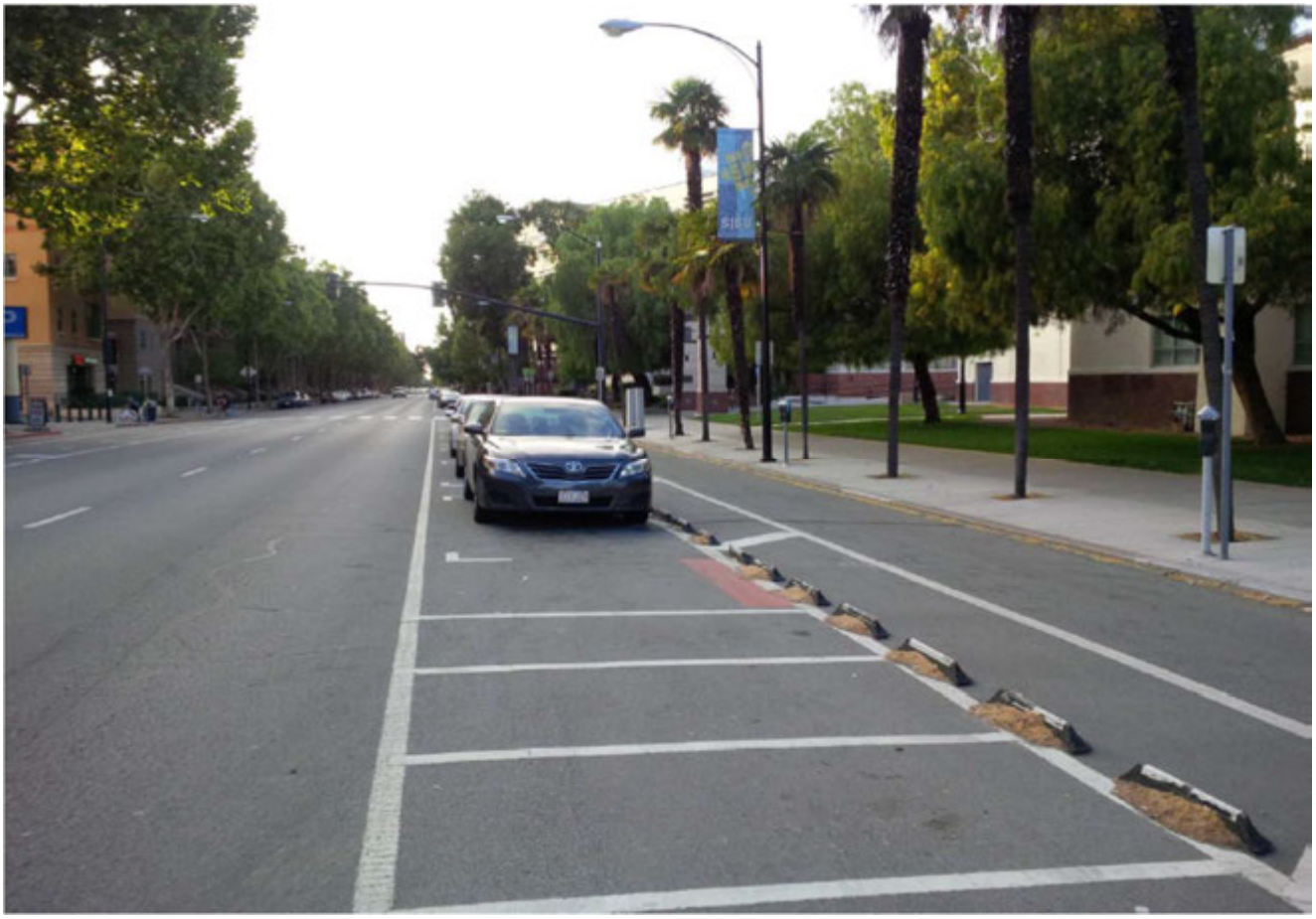
Supplement to Comment # 487

Name: Vivian Euzent



Supplement to Comment # 487

Name: Vivian Euzent



Supplement to Comment # 503

Name: David M Fishman

Supplement to Comment # 509

Name: Roy and Yvonne Hampton

Comments on Stevens Creek Trail Joint Cities Feasibility Study

Roy W Hampton, and Yvonne F Hampton,
June 7, 2015

I.) We agree with many of the positions advocated by the group "Citizens for Responsible Trails" with additional suggestions as detailed below:

A) Fiscal Responsibility:
Avoid construction of a costly second bicycle / pedestrian bridge over Interstate 280; use available funds instead for bicycle/pedestrian enhancements. Use available general city funds for enhancement of city parks, i.e. safe play structures, community supported games, and park enhancements such as bathrooms – especially necessary for parents taking children to city parks.

B) Utilize Existing Infrastructure; and add safety enhancements.
1) Utilize the existing Don Burnett Bicycle and Footbridge.
2) Utilize multiple existing on-street bicycle routes on the major collector roadways that have enough width for safe bike lanes. Include additional enhancements such as green pavement coverings and any other safety improvements that are feasible. For example:
   a) Utilize the Mary Ave. existing bicycle lanes, and improve and widen them where feasible. Explore new ways of separating bicycle lanes for safety such as: double stripes (the gap could be a no car or bike zone), explore new possibilities, such as elevation changes in the bike lane.
   b) Improve bicycle safety with wider designated lanes on Foothill Expressway, or if possible, provide bike paths separated from cars.
   c) Grant Rd. is a questionable connection feeder, as there are house driveways, the road is narrow in places, and bike lanes are marginal..
   d) Consider adding street lighting where needed for early morning and late night commuter bicycling on major collector bike roadways.

C) Minimize New Impact: Avoid targeting "rural" residential neighborhoods with no sidewalks and narrow roads as designated bike routes. Examples are Belleville Way, Fallen Leaf Ln., Bernardo Ave., and all the residential streets proposed as connections for the proposed 280 bike/pedestrian bridges because:
1) These streets already present significant risks due to driveways that have limited visibility of fast bicycle traffic.
2) These streets are residential areas with limited street lighting; children play in front yards and into the street, and they are used by pedestrians for exercise.
3) Streets with schools already experience huge traffic congestion during beginning and ending of school sessions.
4) Residents need available on-street parking for themselves and visitors.

II.) The term "Trail" used in the title of this study is misleading and should be discontinued.

Use the term "Route" or "Connector" for roadways with typical bicycle lanes. Anything less than a fully separated bicycle path with no vehicles sharing the path is not a "trail." Examples of bicycle trails are the Stevens Creek Corridor in Cupertino, and the Stevens

Supplement to Comment #509

Name: Roy and Yvonne Hampton

Creek Trail segments that are next to Stevens Creek. Examples of true separation of bicycles from cars are found in abundance in the Netherlands. References on the Dutch bicycle infrastructure are: https://www.bostonglobe.com/metro/2013/09/21/bicycling-dutch-way/kFRT0ABSPtUnXMIUj5zONM/story.html and http://www.aviewfromthecyclepath.com/2010/05/just-how-safe-are-dutch-cyclists-and.html .

III.) The Feasibility Study is too Limited. Other possibilities have not been considered. Additional options that should be considered are the following:

A) Do not focus on new "Stevens Creek Bicycle Trail" segments connecting the existing portions of the "Stevens Creek Trail." Property is not available for creating a contiguous true "Trail." Once this fact is recognized, there are possibilities for creating expanded safe bicycle routes with significant safety improvements providing connections for other purposes to draw in users striving to visit city parks and distributed shopping centers. It is suggested the city council representatives make a fact finding trip to the Netherlands for ideas.

B) Strive to provide improved safety on multiple bicycle "Routes" for general use as much as feasible using roads already designated for bicycle routes, and connect via the Don Burnett Bicycle and Footbridge.

C) Consider enhanced bus transportation with bicycle racks and bus stop locations at key locations. For example, a location at the Stevens Creek Trail connection to the intersection of Franklin Ave. and Sleeper Ave. could also stop at Cuesta park, then travel down Grant Rd. for stops at Foothill Expressway, Homestead Rd., N. Foothill Blvd., Blackberry Farm on Stevens Creek Blvd., and Cupertino Memorial Park. The same or a truncated route could serve bicycle commuters during commute hours. The routes should also connect to Caltrain stations.

IV.) Trail extension in existing creek areas.

In chapter 3 of the Stevens Creek Trail Joint Cities Feasibility Study titled "Creek corridor / Bernardo Avenue Path" pg 47+ discusses feasible ways to extend the existing trail along an additional 2.45 miles adjacent to Stevens Creek.

While this would surely be a desirable trail addition, if it were implemented it would further destroy the Stevens Creek areas available for riparian habitat. The feasibility study chapter 2, page 28+ cites the assessment of these areas and lists the plant and animal species that would be impacted. A critical question is whether this destruction is necessary, as it cannot be replaced once it is destroyed.

We prefer no further trail extension in these areas, and instead prevent public access to offer some space for habitat preservation along Stevens Creek. There is already an exemplary trail available for public access and enjoyment with the Stevens Creek Corridor that connects McClellen Ranch in the South to Blackberry Farm and Stevens Creek Blvd. in the North. There is no need to destroy this last Stevens Creek riparian habitat in the name of extending the "Stevens Creek Trail."

Supplement to Comment #528

Name: Tom Winant

Comments to the Stevens Creek Trail Feasibility Study Group

My name is Tom Winant, I live in Los Altos on Farndon Ave.

You've heard comments from the community about the connector between Fremont and Homestead. I think what you have heard most is what people DON'T want. They don't want a bike trail on their street – put it somewhere else.

What I DON'T think you have heard anyone complaining about is the level of biking on their roads and bike paths as they exist *today*. They worry about what your actions and choices may do to them in the *future*.

Today there are six bike paths, along roads from Fremont to Homestead: Mary, Bernardo, Belleville, Fallen Leaf, a newly marked bike path on Newcastle, and a well-established route on Fremont west of Hwy 85 to Grant to Homestead. Bicyclists use whichever of these six bike path they chose to. They are all used, and there are no impediments.

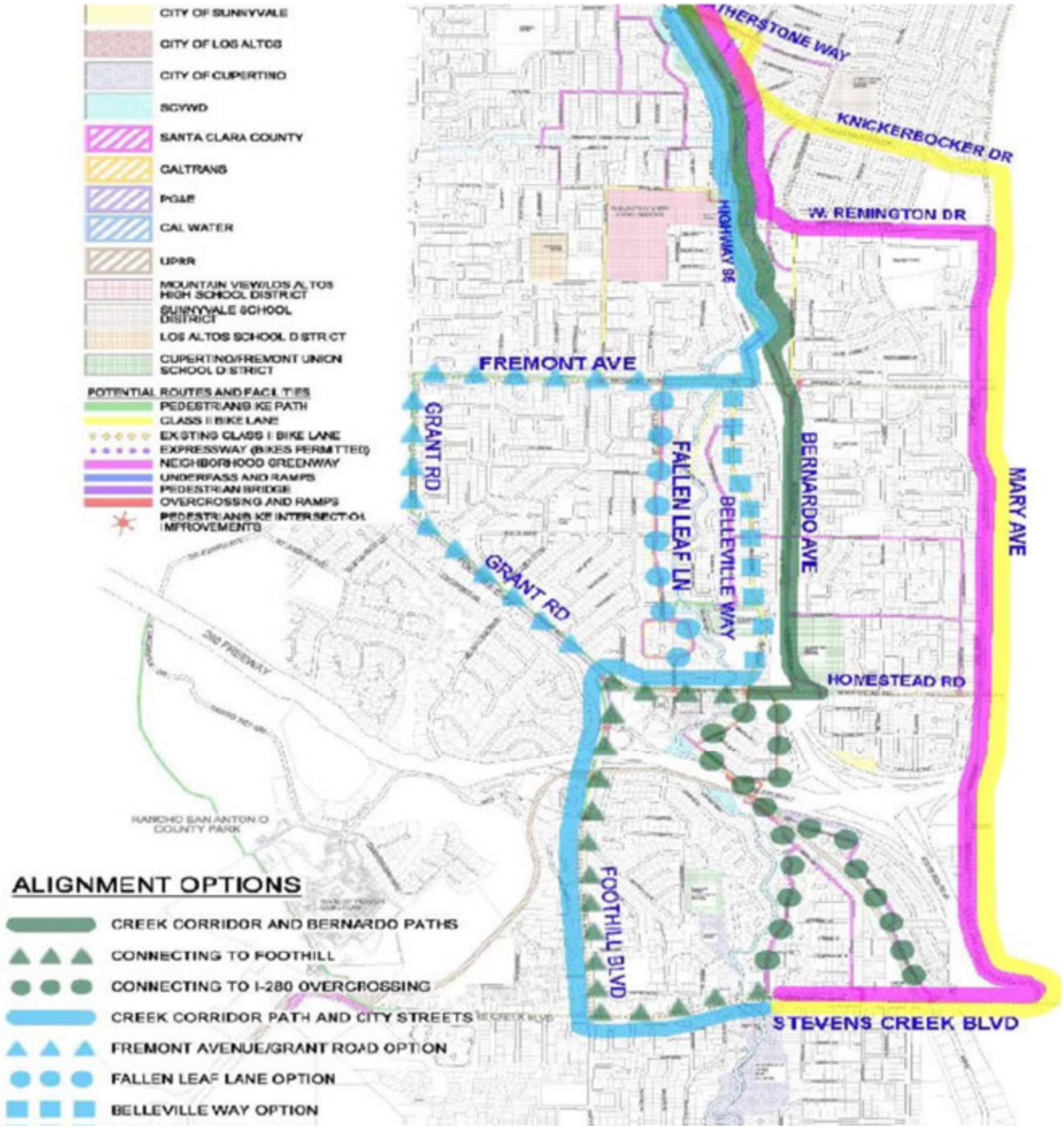
But I'm not going to tell you what I don't want, I want to tell you what I DO want, and I think a number of other people do too. They want a route that is safe, pleasant to ride on, and does not impact neighborhoods. It should be one that can be developed with prudent use of the taxpayer's money and utilize existing infrastructure.

One of those six roads, the bike paths along north side of Fremont west of Hwy 85, to the east side of Grant Rd to Homestead does all of that. These streets are wide enough, there are no residences fronting on them until you pass Farndon, and they would connect with an existing, purpose-built bike trail along Homestead from El Sereno to the bridge over the creek. Make the paths along Fremont and Grant like that one. It will be safe, pleasant to ride on, and won't disturb any neighborhood. Improvements on that route could be made with judicious use of funds utilizing existing infrastructure. It satisfies all reasonable requirements. If bikers use it fine, if they don't that's fine too, and you can't stop them.

Finally, rather than "Not in MY backyard", this is "Not in ANYBODIES backyard".

Supplement to Comment #540

Name: Dr. Lawrence Ames



Supplement to Comment #559

Name: Tom Winant

Comments to the Stevens Creek Trail Feasibility Study Group

My name is Tom Winant, I live in Los Altos on Farndon Ave.

I have a comment on the substance of your excellent Feasibility Study

I DON'T think you have heard anyone complaining about the level of biking on their roads and bike paths as they exist *today*. There are multiple paths available to bikers and they will go where they choose, unless impediments are put in their way. In looking over your excellent Feasibility Study, I see no impediments, only ways to make a better trail. However, in making a better trail you may also be causing a major disruption to neighborhoods that once done, won't be undone. Please resist the temptation to choose an alignment that impacts neighborhoods. The complaints you have heard in this and previous meetings are driven by fears of choices you will make that will impact neighborhood in the *future*.

In Chapter 3 of the Study, "Alignment Options", specifically on page 50, in the discussion of the Fremont Avenue / Grant Road Option, it reads as if the route, having passed Woodland Branch Library and Lucky would *have to connect* Foothill Boulevard via the proposed pedestrian / bicycle path on the west side of Foothill Expressway from Homestead Road / Vineyard Drive to Starling Drive/Cristo Rey Drive. It would NOT need to be that way. I wish to direct your attention to the recently completed bike trail along Homestead from El Sereno to Belleville, which I don't see mentioned. Please consider this newly completed, and apparently overlooked, infrastructure in your study. And I draw your attention to a short paragraph on page 51, "Belleville Way Option",

> "The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road."

And so could the Fremont Avenue / Grant Road Option. I commend that to your attention, and I request that you append a comment to that effect in your excellent report. Including that modification would make the Fremont Avenue / Grant Road option considerably more attractive, and I dare say less expensive.

Supplement to Comment #563

Name: Tom Winant

Comments Pertaining to the Stevens Creek Trail Feasibility Study

My name is Tom Winant, I live in Los Altos on Farndon Ave.

I have a comment on the substance of your excellent Feasibility Study

I DON'T think you have heard anyone complaining about the level of biking on their roads and bike paths as they exist *today*. There are multiple paths available to bikers and they will go where they choose, unless impediments are put in their way. In looking over your excellent Feasibility Study, I see no impediments, only ways to make a better trail. However, in making a better trail you may also be causing a major disruption to neighborhoods that once done, won't be undone. Please resist the temptation to choose an alignment that impacts neighborhoods. The complaints you have heard in this and previous meetings are driven by fears of choices you will make that will impact neighborhood in the *future*.

In Chapter 3 of the Study, "Alignment Options", specifically on page 50, in the discussion of the Fremont Avenue / Grant Road Option, it reads as if the route, having passed Woodland Branch Library and Lucky would *have to connect* Foothill Boulevard via the proposed pedestrian / bicycle path on the west side of Foothill Expressway from Homestead Road / Vineyard Drive to Starling Drive/Cristo Rey Drive. It would NOT need to be that way. I wish to direct your attention to the recently completed bike trail along Homestead from El Sereno to Belleville, which I don't see mentioned. Please consider this newly completed, and apparently overlooked, infrastructure in your study. And I draw your attention to a short paragraph on page 51, "Belleville Way Option",

> "The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road."

And so could the Fremont Avenue / Grant Road Option. I commend that to your attention, and I request that you append a comment to that effect in your excellent report. Including that modification would make the Fremont Avenue / Grant Road option considerably more attractive, and I dare say less expensive. If the Trail is to be in Los Altos, let it be this trail that is in NOBODY'S Backyard.

Supplement to Comment #591

Name: Jeannie Bruins

Supplemental Document to Public Comment #591
Name: Jeannie Bruins

Committee members,
I apologize for being uncalibrated for a two-minute speech tonight. I'm used to three minutes. Here is the rest of what I wanted to tell you:

From south to north:
The trail should go under 280 through the open bore that does not carry the creek (as you know, there are two, one with the creek and one without). This is technically feasible, although Caltrans doesn't want to help at the moment. You have the ability to change that.
It should proceed along the water district property under Homestead Road, and then the trail segment should end, opening onto Fallen Leaf Lane, which should not be modified.
After going around the first corner on Fallen Leaf, it should become a trail again, joining the existing bike path along the creek and over the bridge to West Valley Elementary School.
The trail should proceed along an easement on the northern border of West Valley Elementary School (see attached letter, which should have been in the feasibility report).
This trail segment should then end, opening onto Bedford Avenue in Sunnyvale (Ashcroft and Barton are longer alternatives, but eventually you end up on Bedford).
The trail should start up again at the City of Sunnyvale property that starts at Bedford Avenue (where it is wide enough to create an off-street parking lot) and then goes along the creek behind Bedford and Albion Way. It should be possible from this point to ride on a continuous trail all the way out to Shoreline, although modification of the bridge on Fremont Avenue in Los Altos is likely to be required as per the feasibility report. There is water district property and Sunnyvale property along the creek north of Fremont, and then as the report notes, it is possible to get onto the long strip of unimproved Mountain View property that eventually leads to the current trail terminus.

The Bernardo alternative mentioned in the report says that in order to carve out a piece of Bernardo to make a Class 1 trail, either a lane would have to go away or street parking would have to go away. If this alternative is used instead of the better one above, Sunnyvale's policy would mandate removal of parking rather than removal of a traffic lane (mobility uses have priority over stationary uses).

Finally, we are lucky to have the example of Mountain View before us. Those councilmembers heard the same arguments: it will lower property values (it has in fact increased them, and is advertised on real estate flyers); it will increase crime (it has in fact decreased crime, particularly illegal dumping, because criminals prefer to do their activities where they can't possibly be noticed by passers-by); it will hurt the creek ecology (the Water District, which has authority and responsibility to maintain that ecosystem, pays cities to put in trails because they eliminate dumping and homeless encampments that foul the creek); and most people are against it (completely false; during my 8 years on the council probably 950 out of the 1000 people who talked to me were in favor of it, and 100% of the opponents live within 500 feet of Stevens Creek; it's a classic NIMBY situation). But Mountain View built it anyway and now you can't find any of those people to stand up and say what a bad idea it was. That's the template. Have the courage to build this amenity that many of your citizens will need, cite the Mountain View example, and ensure that we will be OK in the future even if severe fuel-burning restrictions come down.

Thanks very much.
Christopher R. Moylan

Supplement to Comment #591

Name: Jeannie Bruins

Superintendent Phil Quon
Board of Education Pearl Cheng
Ben Liao
Josephine Lucey
Gary McCue
Phyllis Vogel

Cupertino Union School District

10301 Vista Drive • Cupertino, California 95014–2091 • (408) 252–3000 • Fax (408) 253-7845

August 27, 2008

Mr. Christopher Moylan, Councilmember
City of Sunnyvale
456 West Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088

Dear Mr. Moylan,

This letter responds to an inquiry you made regarding the possibility of a city funded trail being placed on district property along the northern edge of West Valley Elementary School. Specifically you asked if the district would be willing to entertain an easement for such purposes.

The district has entered into similar cooperative agreements/easements with other municipalities. After review of the issue with staff, the district would be open to discussing such a project at West Valley School. However, there are concerns and limitations as to placement, funding and maintenance that would have to be a part of any future discussions. Needless to say, we would assume that significant study would also be required on the part of the city prior to any decision.

Regards,

S/S

Rick Hausman
Chief Business Officer

RH:lc

Equal Opportunity Employer

Supplement to Comment Various

Name: SEE BELOW

Kathleen Cordova #97 Steve Elich #608

Documents were submitted in a separate attachement.

Attachement can be found at the following URL:

http://4citiesresponsibletrails.blogspot.com

Supplement to Comment #609

Name: Steve Elich

Announcing the

OPENING

HOMESTEAD VILLA

QUALITY-BUILT

3-BEDROOM HOMES

With Unexcelled View of the Beautiful Los Altos Hills

- CEDAR LINED WARDROBE CLOSETS
- HARDWOOD FLOORS OVER 2" SUBFLOOR
- FULLY TILED BATHS AND KITCHENS
- ENTRY HALL
- CURVED STREETS
- COMPLETE CHOICE OF COLORS

Salesman at Tract Office Every Day

LARGE LOTS

VETERANS

Only $500 Down

Including Closing Costs

PAYMENTS $64 mo. incl. tax and ins.

NON-VETERANS

Only $2100 Down

Including Closing Costs

PAYMENTS $69.40 mo. incl. tax and ins.

$10,500

Drive out Homestead Road 1.6 mi. west of Saratoga-Sunnyvale hwy.

Coastwise Construction Co. Palo Alto

TRACT OFFICE A16-0217

EVENINGS DY2-1824

Supplement to Comment #612

Name: Steve Elich

News

Mary Avenue Bicycle Footbridge Dedication

Posted Date: 3/30/2009

Mary Avenue Bicycle Footbridge Dedication
April 30, 2009, 3 pm
Entry Plaza at intersection of Mary Avenue and Meteor Drive

The City of Cupertino invites you to join the dedication of the unique bridge which is the first cable-stay bicycle pedestrian bridge over a California freeway. This bridge connects the north and the south sections of the Stevens Creek Trail.

Background Info on the Footbridge

In 2000, the voters passed Measure A, a comprehensive transportation program funded by sales tax, which, among other things, allocated $32 million for bicycle and pedestrian facilities on a competitive basis.

The Mary Avenue Bridge was submitted to that program and was ranked the Number One project in the County by the Valley Transportation Authority (VTA).

The total cost of the Mary Avenue Bicycle Footbridge project is $14,800,000. Of that funding, over $12 Million (over 80%) comes from outside grants, the largest being $10,350,000 from the VTA Measure A program noted above.

Its importance is not just to Cupertino but to the entire region of trail users and is supported by both the Cities of Sunnyvale and Cupertino City Councils, both of those City Bicycle Pedestrian Commissions, the VTA Board of Directors and over 50,000 cycling and pedestrian enthusiasts in the region.

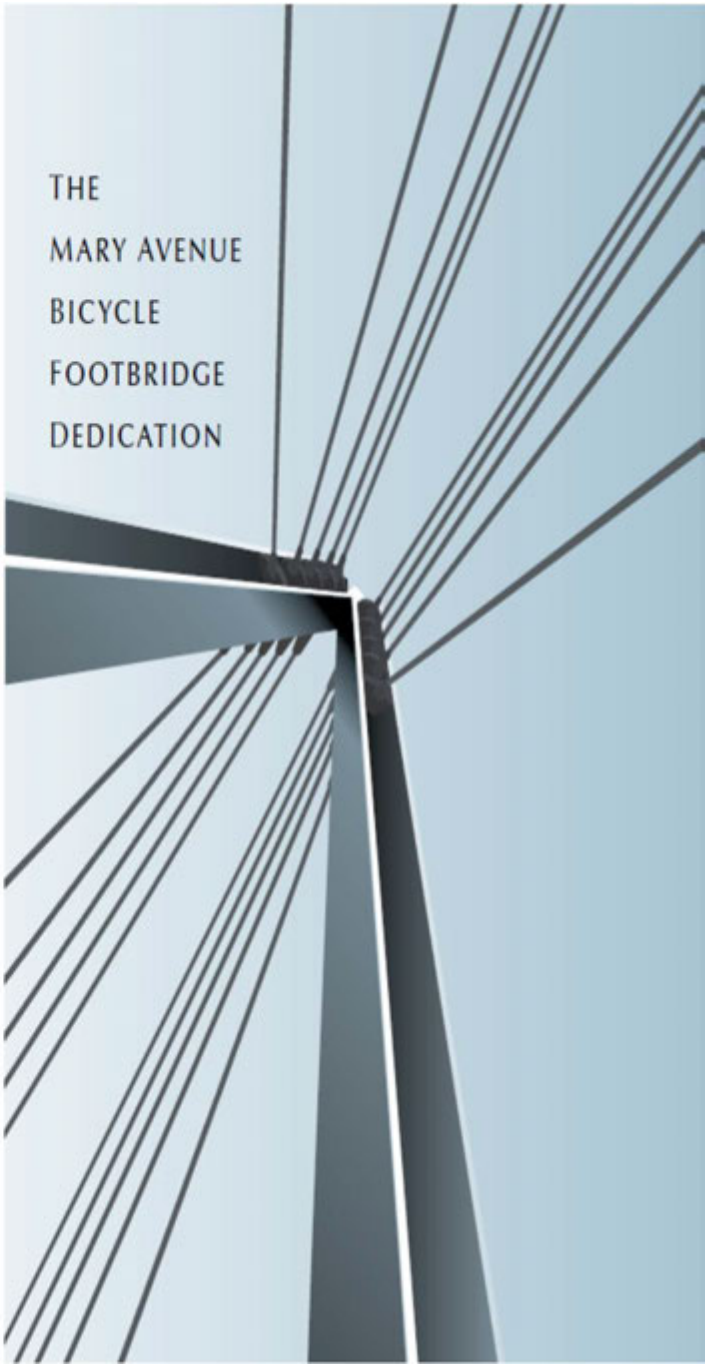
It's unique architecture, that of a cable stayed bridge structure with no intermediate support, was purposely designed to set it apart from other pedestrian bridges as a statement about the region's commitment to alternative transportation, specifically walking and cycling. It is the only bridge of its kind over an interstate highway in the State of California.

The original feasibility study projected that ultimately the bridge would be used by over 265,000 people of which 175,000 would be cyclists. The project was on schedule, within budget.

More Info on the Project

Supplement to Comment #612

Name: Steve Elich



CITY OF
CUPERTINO

Supplement to Comment #612

Name: Steve Elich

The Mary Avenue Bicycle Footbridge –
the first cable-stay bicycle pedestrian bridge over a
California Freeway – connects the north and south
sections of the Stevens Creek Trail.

The City of Cupertino invites you
to join us at the dedication of this
unique bridge.

Thursday, April 30, 2009, at 3 PM

Location:

Entry plaza at the intersection of
Mary Avenue and Meteor Drive,
Cupertino

PLEASE NOTE: Access across the bridge will not be available in either direction until after the ceremony.

To attend the ceremony, arrive at the entry plaza at the intersection of Mary Avenue and Meteor Drive.

Limited parking is available along the southern section of Mary Avenue. Carpooling/biking/walking to the ceremony is encouraged.

CITY OF CUPERTINO

Supplement to Comment #639

Name: Toby A. Smith

Superintendent Wendy Gudalewicz
Board of Education Anjali Kausar
Josephine Lucey
Kristen Lyn
Soma McCandless
Phyllis Vogel

Cupertino Union School District

10301 Vista Drive, Cupertino, CA 95014-2040 • (408) 252–3000 • Fax (408) 865-0326

June 9, 2015

City of Sunnyvale
Attn: Public Works – SCT
456 W. Olive Avenue
Sunnyvale, CA 94086

Dear CWG and JCWT:

As referenced in the City of Sunnyvale's Stevens Creek Trail Study website written comments are to be emailed to SCTfeasibilitystudy@sunnyvale.ca.gov, no later than 5:00 p.m. on June 10, 2015.

The District is in receipt of the report titled, "Four Cities Coordinated Stevens Creek Trail Feasibility Study. There is one alignment option found in Chapter 3 and one pedestrian/bicycle-path option found in Chapter 4, that the Cupertino Union School District would like to make comments on.

Option Description	Report Page No.	District Comments
Belleville Way Alignment Option	51	Removal of parking is of concern to the District. West Valley Elementary is located on Belleville Way and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Any removal of parking will create issues, etc.
Bernardo Ave. Path	63	Changing Bernardo Ave. to a one-way street or removal of parking is of concern to the District. Cupertino Middle School is located on Bernardo Ave. and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Changing Bernardo Ave. to a one way street or any removal of parking will create issues, etc.

Sincerely,

Toby A. Smith

Toby A. Smith
Director of Maintenance, Operations and Transportation

EQUAL OPPORTUNITY EMPLOYER

Supplement to Comment # 652

Name: Tom Winant

9 June, 2015

To: Members of Los Altos City Council:
Jan Pepper, Jeannie Bruins, Jean Mordo, Mary Prochnow, Megan Satterlee

Subject: Stevens Creek Trail Feasibility Study

Dear Council Members,

I have attended Los Altos City Council meetings where the Stevens Creek Trail was discussed, and more recently the community forums held by the four cities and the study staff. I have reviewed the report of the Stevens Creek Trail Feasibility Study (SCTFS).

Later this year, around September through November, you will be receiving final presentations, and probably recommendations. I am writing to register my opinion on how you should react to recommendation(s). In so doing, I will also direct your attention to an omission from the SCTFS to consider the very recently completed infrastructure improvements along Homestead Road. I am only addressing Segment Two of the Trail – that portion which may, or may not, pass though Los Altos.

What I observed at the meetings I attended is that what people want in a trail are:

- First and foremost that the trail is SAFE to ride on,
- Provide a pleasant riding experience,
- Utilize existing infrastructure so far as possible,
- Make judicious and wise use of public money, and
- Not disrupt neighborhoods.

I did not hear anyone complain about the level of bicycle traffic on their streets *as those routes exist today*. And I heard many times that there is very strong opposition to a bike trail of any sort along Fallen Leaf Lane. I further noted from bicyclists, and from personal observation, that bicyclists use any of six routes – Mary, Bernardo, Belleville, Fallen Leaf, the newly marked bike lanes on Newcastle, and the existing route along Fremont Avenue west of Highway 85 to Grant Avenue to Homestead Road – to get between Fremont Avenue and Homestead Road. Bicyclists follow whatever route suits them, and wherever it is practical to go.

Recommendation. If it becomes imperative to have a bike trail in Los Altos as part of the Stevens Creek Trail, I recommend infrastructure improvements – widening, barriers, signage, green paint, etc. – to the existing route along north side of Fremont Avenue west of Highway 85, cross at the light to the east side of Grant Road, thence to Homestead Road, and connect with the existing, purpose-built bike trail along Homestead Road from El Sereno to the bridge over the creek. *Make the paths along Fremont and Grant at least as good as that last segment*. It satisfies all reasonable requirements. These streets are wide enough, there are no residences fronting on them until you pass Farndon, and it meets all of the concerns noted above. It will be safe, pleasant to ride on, and won't disturb any neighborhood. Improvements on that route could be made with judicious use of funds utilizing existing infrastructure. If bikers use it fine, if they don't that's fine too, and you can't stop them. This is not a "Not in my backyard" solution. It is a "Not in ANYBODIES backyard" solution.

Supplement to Comment # 652

Name: Tom Winant

An Alternate Recommendation. Simply do nothing, or at least very little. Accept no recommendation that does anything more than improve safety along existing roads. Allow bicyclists to use the routes they use today. Above all DO NOT post any signage that identifies any path as a portion of the Stevens Creek Trail – to do so will only serve to increase traffic along the road – Fallen Leaf or Newcastle – so identified.

Finally, I have a suggestion for an addendum to the SCTFS. In Chapter 3 of the Study, "Alignment Options", specifically on page 50, in the discussion of the Fremont Avenue / Grant Road Option, it reads as if the route, having passed Woodland Branch Library and Lucky would *have to connect* Foothill Boulevard via the proposed pedestrian / bicycle path on the west side of Foothill Expressway from Homestead Road/Vineyard Drive to Starling Drive/Cristo Rey Drive. It would NOT need to be that way. I respectfully direct your attention to the recently completed bike trail along Homestead from El Sereno to the bridge over the creek just before reaching Belleville, which I don't see mentioned in the report. Please consider this newly completed, and apparently overlooked, infrastructure when reviewing the SCTFS Report. And I draw your attention to a short paragraph on page 51, in the segment titled "Belleville Way Option",

> "The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road."

And so could the Fremont Avenue/Grant Road Option. I commend that to your attention, and I respectfully request that you append a comment to that effect in your review of the excellent SCTFS report. Including that modification would make the Fremont Avenue/ Grant Road option considerably more attractive, and I dare say less expensive.

Sincerely,

Thomas Winant

CC: Stevens Creek Trail Feasibility Study Group

Supplement to Comment #679

Name: Angela Huang

May 21, 2015

Sunnyvale City Council
Sunnyvale City Hall
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: Stevens Creek Trail – East Alignment (South Bernardo Avenue)

Dear Sunnyvale City Council,

We, the 200 plus homeowners and residents of the South Bernardo area neighborhood, are asking that the Sunnyvale City Council remove South Bernardo Avenue from the proposed plans for the Stevens Creek Trail.

This plan will substantially and severely alter our street and impact our lives in very negative ways. The greater majority of us were not even aware that such drastic measures were under consideration.

Our primary concerns about the proposed changes are as follows:

1. **Bike Lane(s) on Bernardo Will Create Safety Hazards for Bicycles and Cars at Fremont/Bernardo**

We understand that the proposed plan could possibly create multiple bike lanes on South Bernardo Avenue that will take bike traffic to and from one of the busiest and most unlikely locations for safe bicycle travel -- the intersection of Fremont and Bernardo Avenues. Throughout the day and most significantly from 7 AM to 11 AM. and from 3 PM. to 7 PM, this area is one of the most highly-travelled intersections due to the location of the entrances and exits to and from Highway 85 and the heavy traffic on Fremont itself.

While possibly turning Bernardo into a one-way street may partially protect bicycle riders while they are on Bernardo itself, there are other serious considerations. Busy bike lanes so close to the entrance and exit ramps to and from Highway 85, where most of the drivers are turning left and right onto and off of Fremont Avenue, will create serious hazards for riders AND for vehicles. If bike paths are required on Fremont as part of the trail, it makes more sense from both planning and safety perspectives that the bikes be routed on others -- far away from the unsafe congestion and high vehicle speeds at the Bernardo/Fremont/Highway 85 interchange.

2. **Bike Lane(s) on Bernardo Plus it Being a One-Way Street is a Safety Hazard**

South Bernardo Avenue is highly used by automobiles either going to or coming from work, or dropping off or picking up students at multiple area schools. At present, because this is a two lane roadway, speeds are naturally contained. We feel that a one-way street is a safety hazard to bicyclists due to probable increases in vehicle speeds.

Additionally, the sharp "S" curve creates two blind spots where bicyclists on the roadway may not be seen. Because bicyclists will be able to traverse this roadway in TWO (2) directions, there are dangerous opportunities for bicyclists to be involved in high speed head-on collisions at the Bernardo/Fremont intersection. Again, because this is one of the main access roads for "commuter traffic", the number of vehicles plus the bicycle lanes will create safety hazards that do not currently exist.

3. **Creation of One-Way Traffic on Bernardo will Impact Feeder Streets and Wright Avenue.**

At present, South Bernardo is one of the two main streets leading to and from two highly populated schools in our area. The first is the private South Peninsula Hebrew Day School (SPHDS) with population of approximately **400 students and staff,** located on Astoria (between Bernardo and Wright) and the second is the Cupertino Middle School, with a **student population of more than 1200 children soon-to-be increased to 1700**, located at the end of Bernardo near Homestead. Regardless of the direction that the City chooses to restrict traffic along Bernardo, a

Supplement to Comment #679

Name: Angela Huang

significant increased flow of traffic twice daily will be transferred to Wright Avenue and interior feeder streets. Because Wright is one of the main access roads to the schools, there is a proliferation of students and bikes in this area twice each day. By removing the current Bernardo access to AND from the schools, this often higher speed commuter traffic will move from the less populated street (Bernardo) to the highly populated Wright Avenue. Such actions will compromise safety for all of the children and residents in the area.

4. **Elimination of South Bernardo On-Street Parking Will Negatively Impact Homeowner Use and Enjoyment of Property.**

Presently, the residents of South Bernardo are able to park vehicles on just **one side of the street.** By removing the parking on the street, only a small percentage of homeowners will have parking available for guests, service personnel and family members who visit the home. The cul-de-sacs along South Bernardo have extremely limited parking—so limited, in fact, that visitors coming to homes in these areas often must park along South Bernardo during holidays. Eliminating parking will impact all of the homes, residents, and guests visiting residents on Bernardo and its feeder streets.

5. **Changes to Create Diminution of Property Values**

Real estate and housing experts will note that there are three significant "community" issues that attract (and, conversely, detract) buyers from purchasing a home. These three community factors are: 1) School District and School Performance; 2) Safety and Crime in the Community and 3) Traffic and Parking.

While the proposed changes will not impact either of the first two community issues, it will negatively affect both traffic and access as well as parking along the street for the 54 homes that face S. Bernardo Avenue. Although it seems minor, home values in this area of Sunnyvale now exceed $1,300,000 per home. As a result, buyers at this price level will not only want **but they will expect** parking along the street as well as free access along the roadway. If this is removed, homes here could suffer as much as 10 percent property loss or an average of $130,000 per home or a community loss of as much as $7.2 MILLION in lost value for the homeowner, lost savings, lost retirement and, more importantly, lost property taxes and lost revenue for the City of Sunnyvale just for Bernardo Avenue homes alone!

Considering that the plans will affect everyone in the area between Wright Avenue and South Bernardo as well as the traffic patterns change, the likelihood for diminution of property values could spread through the block of more than 250 homes, resulting in as much as **$32 million** in lost home values, property taxes and revenue to the City. Is this really a sound change for Sunnyvale?

6. **Preservation of Neighborhoods and "Small Town" feel**

A major "attraction" to living in Sunnyvale is the feeling that, despite its obvious size, this is still a small town. Our location, our weather, and our neighborhoods are the reason that in 2007 Sunnyvale was voted the "Happiest City in America." The preservation of small neighborhood streets where pedestrians often meet and greet one another is a vital part of the expected lifestyle of a Sunnyvale resident, and it is also the reason that Sunnyvale consistently remains one of the most desired locations to raise a family in the Santa Clara County.

But adding trails, removing on-street parking, making streets one way, over-driving interior streets and feeder streets would work against the very ambience that creates the "small town" feeling. The neighborhood streets should be preserved and not considered "access" ways to other larger streets. It is important that the Council—first and foremost—protect those features of this city that have made it highly desirable to buyers, renters and businesses. It is for this reason, that we ask that the Trail Committee remove S. Bernardo from consideration for bike routes and pathways.

Supplement to Comment #679

Name: Angela Huang

We hope you will take these concerns to the committee, and we would like additional community meetings to further discuss this issue with committee and Council. Please feel free to contact me, if you have any questions or would like to set up a time to meet with our community members.

Sincerely,

Grace Morioka
Raymond Wong
Marian Wong
Yoshiko Uemura
Jerome O'Connor

Supplement to Comment #679

Name: Angela Huang

June 6, 2015
Dear City Council and the Citizens Working Group Committee,

In response to the Stevens Creek Trail (SCT) Feasibility Study, we have the following comments and questions:

- South Bernardo is a narrow street with a Highway 85 sound wall on one side along with two public schools and one private school on the other. Many parents and other drivers drive on that street at all hours of the day. What would be the emergency exit for resident and students if S. Bernardo Ave becomes a one-way street?

- Bikers and pedestrians on South Bernardo cannot see the creek, only the noisy Highway 85 sound wall. Inexperienced cyclists can bike on Mary, whose stop signs ensure the safety of drivers and bikers alike. Besides, the bike stores and coffee shops on Mary are a convenience for recreation bikers and travelers.

- Shouldn't the City of Sunnyvale heed the community's objections, too? If South Bernardo becomes a one-way street, Wright would be our only corridor to and from home. Not only would parking be a major issue, but also traffic on Wright and the surrounding streets would become onerous.

- Since safe bike lanes already exist on Mary, adding unnecessary infrastructure with city funds is a waste of taxpayer money. The traffic rules that are promoted in biker outreach and driver education programs are safeguards. Bikers and drivers just need to follow those rules.

- Adding a bike trail on South Bernardo will not solve the Cupertino Middle School traffic problem. Instead, we should define the root cause of the problem and identify solutions, to be voted on by the neighborhood and the school, not by the Friends of Stevens Creek Trail or by corporations like Google and Apple, which desire to connect Mountain View to Cupertino to ease their employees' commutes.

- The concerns of Belleville residents, such as school safety, also apply to the South Bernardo neighborhood. Building a class-I (nonstop) bike trail in a residential area like South Bernardo is by far not safe.

- Do we want to build another bike bridge over I-280 like the virtually unused one behind Homestead High School? Furthermore, does it make sense to build a path down residential streets, intersecting multiple driveways with no view whatsoever of the creek, and then name it Stevens Creek Trail?

- If, as proposed, South Bernardo is converted to a one-way street, siphoning traffic into inner-neighborhood streets, such as Wright, Astoria, Cascade, The Dalles, and Helena, what will be the traffic load on Wright? Can Wright handle the traffic to and from the two schools nearby and from the residences in the neighborhood? Has the City of Sunnyvale conducted a traffic-capacity study on Wright subsequent to a conversion of South Bernardo to one way?

Supplement to Comment #679

Name: Angela Huang

- As a Sunnyvale resident, I would urge our city staff to assume fiscal responsibility, optimize the use of existing infrastructure, and minimize traffic impact on the neighborhood.
- Residential streets are not recreation trails.
- I'm extremely concerned about this proposal, which will significantly impact the daily life of the South Bernardo residents and their commutes.
- Despite the open space from Dale/Heatherstone Way to Fremont Avenue, the study says that potentially 22 acres of land are available next to Highway 85, some parts of which are too narrow for a trail. (According to Chapter 4, p. 54 of the study, 15 percent of the distance is not adequate, hence requiring rebuilding the bank of Stevens Creek Boulevard.) In reality, except for a few disconnected acres crammed between the creek and Highway 85, no land is available nearby and it does not lead to Cupertino.
- Free money is a myth and we taxpayers must foot the bill for public projects one way or the other. Option 2 in the study proposes that, to connect Dale/Heatherstone to Fremont, we need to build a ramp along Sunnyvale Health Care Center over Fremont and reconstruct the Highway 85 sound wall. That's a costly undertaking that would involve the Valley Transportation Authority (VTA) and that requires substantial engineering work.
- Do consider the negative impact on the residents in the neighborhood.
- I fail to see how a special path on South Bernardo would attract enough users to justify the cost. On the contrary, the path would impose a huge inconvenience on the South Bernardo residents and the diverted car traffic would overflow to the surrounding areas.
- Ninety-seven percent of South Bernardo's residents have signed a petition to oppose the proposed changes.
- South Bernardo is the wrong choice for the SCT project for two reasons:

  First, the intersection at Fremont and South Bernardo offers north and south entrances to Highway 85. Ensuring the safety of bikers would require the construction of an overpass at that intersection, incurring a large sum of tax dollars.

  Second, a bike trail is already available on Mary in addition to the bridge over I-280. Why are we building yet another connection, which would not only dent our budget but also disrupt the neighborhood? Where will the bike trail lead to after the intersection at Homestead and South Bernardo? It sounds like bad planning.

Supplement to Comment #686

Name: Paul mannheimer

Respectfully yours,

Hank Chambers , Bernardo Sunnyvale
Willie Lee, Bernardo Sunnyvale
Ling Liu, Bernardo Sunnyvale
Millicent Young, Bernardo Sunnyvale
Isaac Young, Bernardo Sunnyvale
Yoshiko Uemura , Bernardo Sunnyvale
Jerome O'Connor Bernardo Sunnyvale

Supplement to Comment #686

Name: Paul mannheimer

June 9, 2015

To Our Representatives Reviewing the Draft Stevens Creek Trail Feasibility Study Report,

Let me begin by thanking you all for your service to our community.

My wife and I bought our home and moved to South Los Altos last summer, though both of us have lived in the Bay Area since the late '70s. I'm familiar with the local area, having run and bicycled along many of the streets listed in the Draft Feasibility Study. We routinely walk our dog through the neighborhood, and I have enjoyed early morning weekend rides along the Trail through Mountain View out to the Bay. After reading the Feasibility Study, I have a few perspectives to share as a pedestrian and bicyclist, one of which that seems to be absent from the Report.

I will focus here on three themes that I consider to be the most important.

1) Route ≠ Trail: I agree with others that have commented that a "Trail", like in Mountain View, runs through open spaces and is effectively buffered from cars, cross traffic, and driveways. One can relax and enjoy Nature's views, sounds, and smells on a trail. Street routes along busy thoroughfares or residential areas comprising Class II and Class III Bikeways offer NO trail-like qualities, and are merely *transportation routes*. They should be designated as such.

2) Consider a Legacy Option. If our collective goal is to genuinely extend the Stevens Creek Trail, make it a long-term, 30 to 50-year Plan – one that can realize what the Mountain View section offers. As private properties along one or both sides of the creek become available, through enticements and normal market turnover, plan for purchasing and restoring them to their former natural state. Let's create a proper "Trail" using contiguous open-space stretches along the entire Stevens Creek, end-to-end. I probably won't be here to see it, but let's leave a legacy rather than a compromise.

3) Fan, Don't Funnel: In the interim (well, 30 to 50 years is a long time...), let's not funnel the principal traffic along any one route to connect the proper sections of the Trail. Instead, fan out pedestrian and bike traffic along the numerous available routes and existing infrastructure, thus minimizing the impact to residential areas. Do everything possible to maintain the greenery and shade of streets lined with mature trees. Like most everyone in our community, this was a large part of why we chose to buy a home in this area.

At the ends of the open space sections of the trail, provide clear signage indicating the available crossover routes. For example, for extending Segment 2 from Fremont to Homestead Road, provide posted maps showing several options:

- Down Mary, connecting directly to the Don Burnett bridge;
- Down to Homestead using Bernardo or, alternatively, Belleville Way; and
- Down to Grant & Foothill using Newcastle or, alternatively, Fremont to Grant Road.

Where possible, utilize existing sidewalks and paths for pedestrians, while shunting bicycles to different spaces along the same or separate route. Serious and enthusiast bicyclists traveling or commuting from point A to B don't mix well with strollers, pets that are on (or off) leash, and kids on scooters & small bikes learning to ride. Nor do bikes mix well with driveways.

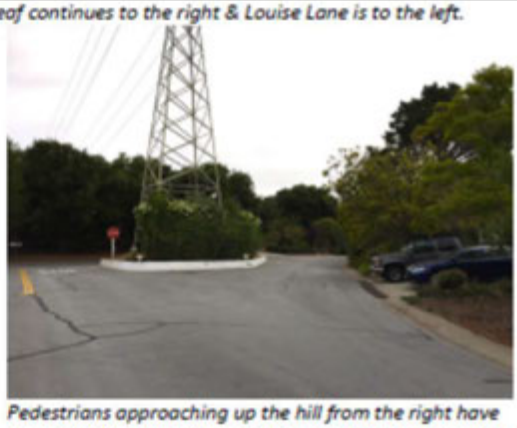
Supplement to Comment #686

Name: Paul mannheimer

With regards to Fallen Leaf Lane specifically, carefully review the obstacle at the southern end around the Fallen Leaf/Louise "box" (see the pictures below). All of the corners around the box are blind and already dicey to navigate. The Draft Feasibility Report doesn't note this section, but I approach the area with extreme caution every time I pass through it. The risks will only increase with a growth in pedestrian & bicycle traffic. If the northern section continues to be considered, leave its width intact and route the southern end alternatively to Grant/Foothill/Homestead using Holt-to-Newcastle, or Jones-to-Christ.

South end of Fallen Leaf Lane, looking north. Fallen Leaf continues to the right & Louise Lane is to the left.

Pedestrians approaching Louise to the left have a very limited view of oncoming cars and bicycles until midway around the corner, and vice-versa.



Pedestrians approaching up the hill from the right have a very limited view of approaching traffic heading north, and vice-versa.

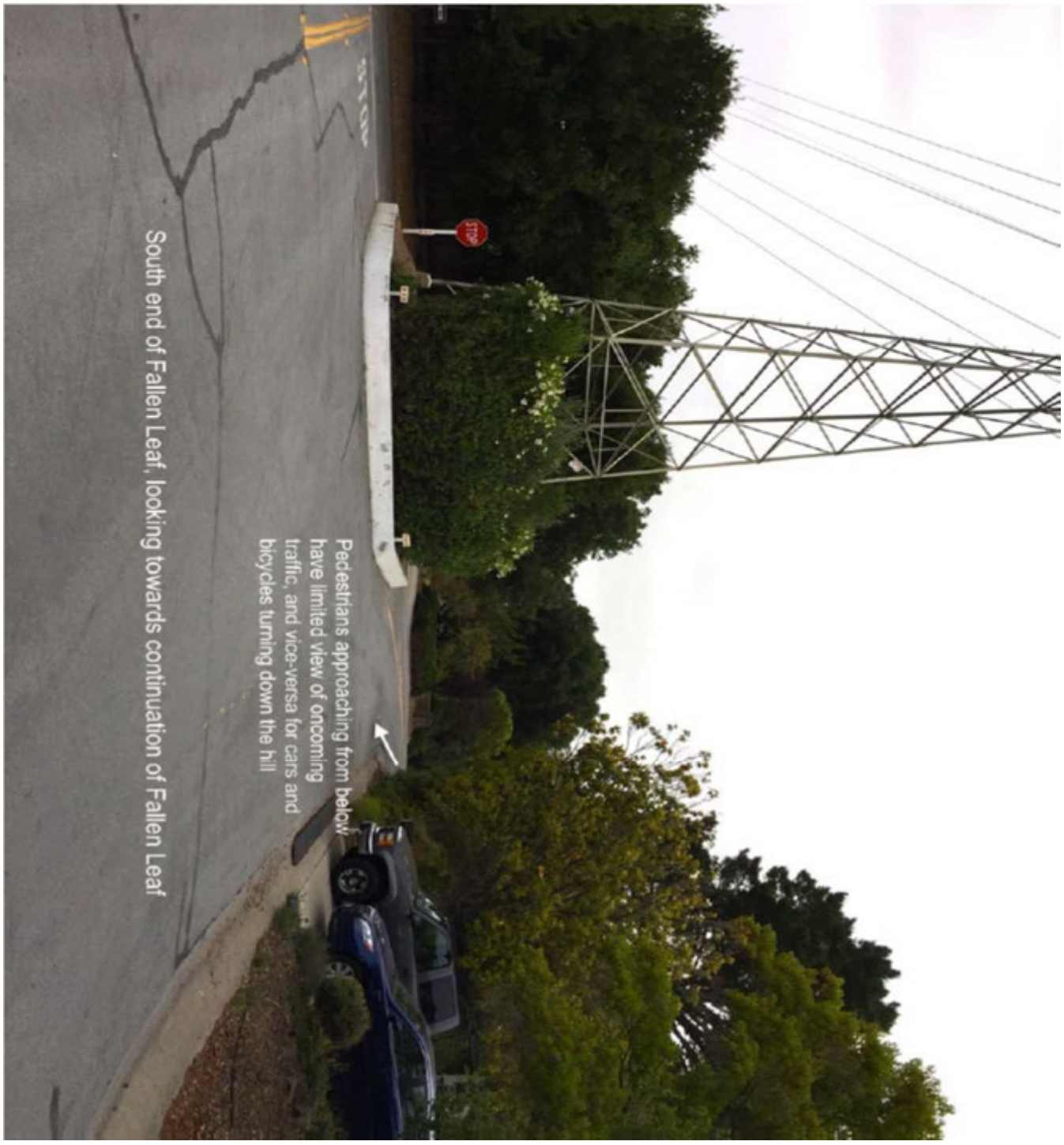
And finally, in the absence of a proper open space trail, please create a pleasant and safe environment for all users. Maintain the quiet and shady residential neighborhoods found throughout Los Altos and the four-city area. As homeowners, this is what we bought into.

Thank you,

Paul Mannheimer
Los Altos

Supplement to Comment #686

Name: Paul mannheimer



Supplement to Comment #686

Name: Paul mannheimer

Supplement to Comment #710

Name: Robert Ma

RE: Oppose any Stevens Creek Trail segment on Phar Lap Drive/Mann/Madera Drive

My name is Robert Ma and I live at Phar Lap Drive, Cupertino. I have lived at this address since 1988, over 27 years. I have raised my family here and send my children to Cupertino public schools.

I strongly OPPOSE any plan for any segment of the Stevens Creek Trail to be routed onto Phar Lap Drive, Mann Drive or Madera Drive. I do NOT want this trail on my street, my neighbors do NOT want this trail, my neighborhood does NOT want this trail through our neighborhood.

1. ***Routing the Stevens Creek Trail down Phar Lap Drive and/or Mann Drive (Madera Drive) will demonstrably and negatively alter this "semi-rural" neighborhood with dramatically increased traffic (vehicle/buses, bicycle and pedestrian), increased crime (burglaries, auto break-ins, vandalism, litter), and decreased privacy and loss of community .***
2. ***Phar Lap, Mann and Madera Drive will be narrowed down to one lane of traffic to accommodate newly designated bike lanes and street parking. Traffic flow will most likely be routed ONE-WAY thru the Oakdell Ranch neighborhood. This will be a profoundly negative impact on access for emergency response vehicles and first responders. This will in turn increase the response time when attending to an emergency such as a house fire, medical aid, flooding or earthquake rescue.***
3. ***Spending $15.6 Million dollars on (yet) another bridge across Highway 280 is fiscally irresponsible. There are Trail segments that can use existing infrastructures that are far more cost efficient to accomplish the same Trail connections. There are so many other urgent and deserving issues to resolve in Cupertino before spending $15.6 Million dollars on something Nice-to-Have.***

Recommendation to the City of Cupertino:

Be Fiscally Responsible! The routes under consideration project spending upwards above $56 million dollars, with additional costs not yet to be fully identified. Although some funds from the Federal government may be available to alleviate this spending, this is still a huge amount of money for a "NICE-TO- HAVE" project. There are so many other projects and issues for the City of Cupertino to address (improving bike and pedestrian safety, rising traffic congestion, rising crime and vandalism, etc.) where the allocation of taxpayer funds is far more deserved and most certainly required.

Utilize existing infrastructure because they are already paid for! There are already existing pedestrian and bike infrastructure along Stevens Creek Blvd, Foothill Expressway, Homestead Road, and Mary Avenue that can be enhanced to connect the two separate portions of the "Trail" (Black Berry Farm/south of Stevens Creek Blvd, and north of Homestead Road). This approach would require much less investment, less new construction, and greatly enhance these corridors that are already heavily used for bike and pedestrian traffic.

Minimize new impact because we live here! – Any new route should have any impact well studied, mitigated and **approved** overwhelming by the taxpayers/residents in the neighborhoods affected. Utilizing existing, funded infrastructure where the impact is well understood and approved should be

Supplement to Comment #710
Name: Robert Ma

the default option. All other options, especially those promoted by people from outside Cupertino, should be given much less priority and weight, if any at all.

Full Discussion and Summary

Background

The neighborhood that I live in is called "Oakdell Ranch". It is bordered by Stevens Creek Blvd on the south, Highway 280 on the north, Mann/Madera Drive on the east and Stevens Creek on the west. Oakdell Ranch is a true bedroom community where residents leave to go to work, school, shop and then return. There are no stores, light commercial, public or agency properties within this neighborhood. The streets have been designed and scaled for low density, two- way, residential traffic with street parking on both sides of the road. Mann Drive and Madeira Drive are designated as "semi-rural" with limited lighting and no sidewalks. The northern most portion of Phar Lap Drive also has limited lighting and no sidewalks, so residents walk on the street, carefully watching for cars and bicyclists.

In addition, as a bedroom community, people only drive into Oakdell Ranch (use Phar Lap Drive or Mann Drive) is because they live there or visit residences there. You cannot traverse Oakdell Ranch to get to Sunnyvale, or across Highway 280, or to Los Altos. So this neighborhood has a pleasant and safe community environment that is so typical and cherished in Cupertino.

Reason #1 for Opposition: Traffic Flow and Street Parking – Demonstrably and Negatively Altered

Plans to connect the Trail between Homestead Road to Stevens Creek Blvd involves route segments traversing through the residential Oakdell Ranch neighborhood – up onto Phar Lap and/or Mann-Madera Drive.

Routing the Stevens Creek Trail up Phar Lap Drive/Mann Drive is like stuffing 10 people into a 4 passenger car – the car gets grossly overloaded, not everybody will fit, and nobody is happy or comfortable!

- Because there is no existing bicycle infrastructure along these route segments, significant modifications will be needed. New Bike Lanes, accommodation for street parking, access for emergency response vehicles – all of this just won't fit on the existing streets!
    - Phar Lap Drive (40' wide with two 2' gutters) with bike lane (6'8") and bike lane w/street parking (16') narrows down to 15' wide for car traffic, essentially reduced to a one-way street (17' with 2' gutter).
    - Mann Drive (40') with bike lane (6'8") and bike lane w/street parking (16') narrows down to 15' wide, essentially reduced to a one-way street (17' with 2' gutter)

Supplement to Comment #710

Name: Robert Ma

- Madera Drive (36' wide with two 2' gutters) with bike lane (6'8") and bike lane w/street parking (16') narrows down to 12' wide, essentially not wide enough for car traffic, let alone any emergency vehicle.
- In all three cases, street parking on one side of the street is eliminated, further aggravating the need for accommodating the 1000 people expected to traverse the Trail/bridge on weekend days.

Note: See Appendix for dimensions for bike lanes and street parking, taken from examples in Cupertino

Any combination of two bike lanes and street parking can only be accommodated by eliminating street parking on one side, and narrowing down these streets for ONE WAY traffic flow. This will demonstrably and negatively affect the character of Phar Lap Drive, Mann and Madera Drive - with Madera Drive reduced down to just a two-way bike lane!

Reason # 2 for Opposition: Access for Emergency Response and First Responders – Critically Altered with Increase in Response Time

Any combination of designated bike lanes, with accommodation for street parking will result in much narrower streets on both Phar Lap Drive and Mann Drive. Most likely, Phar Lap and/or Mann would be designated for ONE-WAY traffic.

- One –way traffic flow in the Oakdell Ranch neighborhood will critically alter and reduce access to emergency response vehicle and first responders to any residence
- Narrowing the streets for thru traffic to accommodate bike lanes and street parking will slow down emergency response vehicles.
- Should Phar Lap Drive or Mann Drive be blocked by emergency vehicles, some residents could be trapped in their homes with no evacuation route available.

Bike Lanes will narrow Phar Lap, Mann and Madera Drives for car traffic. This will reduce access to emergency response vehicle. Designating these streets for ONE-WAY will further (definitely) increase emergency response time.

Note: Mann Drive is already designated as the Evacuation Path for all residences on Phar Lap Drive, adjacent streets and cul-de-sacs, and Mann/Madeira Drive. Should Stevens Creek overflow or in the event of an earthquake, the evacuation route uses Mann Drive, and not proceed down Phar Lap Drive.

Currently, there are two street exits that are available for residents of Oakdell Ranch: at Phar Lap Drive at Stevens Creek (opposite the Blue Pheasant restaurant parking lot), and Mann drive (traffic stop) at Stevens Creek .

Supplement to Comment #710

Name: Robert Ma

Reason #3 for Opposition: Absurd plans for a $15.6 Million dollar Bridge across Highway 280 (another one!)

The plans for Stevens Creek Trail segment traversing through Phar Lap Drive/Mann Drive include the proposal for building a $15.6 million dollar pedestrian crossing or bridge spanning Interstate 280[1].

Two options are proposed in the Feasibility study but only one budget estimate is provided.

Any such expenditures of such magnitude should be carefully and properly studied, reviewed and approved by all Cupertino residents.

Connecting the Stevens Creek Trail from BlackBerry Farm to the Sunnyvale side of the trail is a NICE – TO- HAVE public works project. To further glorify this project with a $15.6 Million dollar bridge (not including other unidentified costs) is just ***absurd!***

To do otherwise is true fiscal irresponsibility and should be avoided entirely!

What can $15.6 Million dollars fix in Cupertino?

There are many problems to fix in Cupertino, but here are just a few!

1. Bike and Pedestrian Safety in regards to the 5000+ of students that attend Monta Vista High School, Lincoln Elementary and Kennedy Middle School.

   This tightly congested 10 block area has been identified repeatedly as a major pedestrian and bike safety problem.

   There has already been a student fatality this past school year.

   How about some kind of shuttle system like Stanford University's Marguerite shuttle bus system for moving students between these three schools safely as well as reduce traffic congestion? De Anza College parking lots could be used as a base?

2. Traffic congestion along Stevens Creek Blvd between Highway 85, De Anza College, Whole Foods, Target and De Anza Blvd. Large number of cars mixed in with bike lanes and pedestrians all in a fast moving traffic. Casualties and fatalities waiting to happen!
3. Affordable housing for our city government, school and local agency employees. Plenty to say here!
4. Add funds to the Cupertino City "rainy day" fund. This could always get more money!

[1]Four Cities Coordinated Stevens Creek Trail Feasibility Study, p.90.

Supplement to Comment #710

Name: Robert Ma

Conclusion

There are very few people who live in the Cupertino Oakdell Ranch neighborhood who support the Stevens Creek Trail through Phar Lap Drive and/or Mann Drive. The impact for segments of the trail to traverse Oakdell Ranch are **significantly negative** and highlight poorly studied options as presented in the Four Cities Coordinated Stevens Creek Feasibility Study.

Existing infrastructure should be used to connect the segments of the Trail, so additional investments will greatly enhance and leverage funds already spent. I want to see my tax dollars used properly and for greater good, but where spending on public works projects become fiscally irresponsible, then the City of Cupertino should stop those efforts.

Look carefully at who are the people who support these Trail segments through our neighborhood. These people generally do NOT live in my neighborhood or even Cupertino, so they are not concerned about the details of increased traffic congestion, increased crime and vandalism, degradation of neighborhood quality of life. These people should be given very little, if any, priority on how to spend City of Cupertino tax dollars on this Nice-to-Have Stevens Creek Trail.

Robert Ma

Supplement to Comment #710

Name: Robert Ma

Appendix

1. Phar Lap Drive is typically 40 ft. wide (including 2 each 2' gutters), Mann Drive is typically 40-41' wide (including 2 ft. gutters), and Madera Drive (north of Phar Lap Drive) is narrower at 36 ft.

2. Dimensions for various widths of traffic, as measured on existing Cupertino streets:
   - Bike lanes (green painted) are 6' 8" wide. Two bike lanes will take up 13' 4" of roadway.

     Taken at corner of Stevens Creek Blvd and Mann Drive, facing east

   - Bike lane with Street parking stripped for approx. 16' 6", including the 2' gutter..

     Taken at corner of Stevens Creek and Orange, traffic direction is east.

Supplement to Comment #710

Name: Robert Ma

- Bike Lane with dedicated turn lane: approx. 6' 8" bike lane, 17' including turn lane and gutter

  Taken at Stevens Creek Blvd and Phar Lap Drive, across from Blue Pheasant restaurant parking lot.

- Bike lane with parking, stripped at 16' wide, incl. 2' gutter

  Taken at Stevens Creek, east bound, in front of Blue Pheasant Restaurant

Supplement to Comment #735

Name: Gerhard Eschelbeck

June 10, 2015

Hi, my name is Gerhard Eschelbeck and I am a resident of Cupertino.

I respectfully ask the working group and the city council to use, improve and upgrade existing bike lanes and not create a new route on narrow residential neighborhood streets.

All proposed options between Fremont and Stevens Creek are on the street. Since it is about exercise and recreation, it should make no difference if the designated on-street section runs 100 yards or 300 yards from the creek. What really matters is, the segment has to be safe, best separated from traffic, and serve as many people as possible.

The full length of the Mountain View trail runs along Highway 85 and not through a residential neighborhood. Why would we pursue the most expensive option, build another bridge and disrupt existing neighborhoods, only to end up with another "street trail"?

There are connecting bike lanes in place. Let's address known problem areas with those "trail dollars" - like the 280 on/off ramps with under- or overpasses. Even a fully separated trail is possible on Foothill. Improving existing lanes will double the impact of the money spent and benefit not only recreational users, but students, commuters and local residents alike.

It is interesting that many are concerned about a safe Stevens Creek trail, but do not seem equally supportive of making existing bike lanes safer. Students of Homestead High, Cupertino Middle or West Valley College use the Homestead, Mary and Stevens Creek section every day and hundreds of recreational cyclists use Foothill Expressway to get up into the hills weekend after weekend.

Spend the money there!

Thank You,

Gerhard Eschelbeck.

Supplement to Comment #738

Name: Elisabeth Eschelbeck

June 10, 2015

Hi, my name is Elisabeth Eschelbeck and I am a Cupertino resident.

After attending the public meetings, I think there is consensus to provide a safe connection between the finished trail sections. Many attendees were unaware that there is no public land available between Fremont and Stevens Creek to accommodate a trail like in Mountain View.

I would like to point out that the trail section in Mountain View was possible, because it runs along Highway 85. Therefore it is a continuous trail with no intersections, and segments of the trail are next to a high speed highway.

While there is no option to create a trail with no intersections in the missing segment, I see an opportunity to serve two purposes with the design and routing of a designated on-street connection.

First, dedicate one of the existing routes (Foothill or Mary) between the two already completed trail sections. Second, since the connector will run on streets, it should also provide safer biking/walking segments for the immediate neighborhoods. Many students, residents and bike commuters would benefit by safer, separated bike lanes or paths where big intersections and hot spots are addressed and improved. The existing lanes on Foothill and Mary bridge have been traveled and problem areas are known, well understood and can be resolved. In my view, it makes no sense to add yet another route with unforeseen problems and choke up small neighborhood streets with the bike traffic of a designated, official trail.

This approach would maximize tax dollars and benefits for the community and define a connector to the trail segments. Santa Clara faced the same "no land" situation and upgraded bike lanes to segregated bike paths along sections of San Tomas Expressway. A similar design along Foothill Expressway would appease trail supporters and please residents alike.

I respectfully ask to use and improve existing lanes and infrastructure, make them safe and suitable for bikers of various skill levels and not route a potentially highly used trail through neighborhoods.

Thank You,

Elisabeth Eschelbeck

Supplement to Comment #738

Name: Sophia Eschelbeck

June 10, 2015

My name is Sophia and I live in Cupertino.

I suggest completing the Stevens Creek Trail via a wider street, like Foothill Expressway, where there is enough space to accommodate completely separated lanes. A higher speed road has usually more width and fewer intersections.

I have seen this implemented and used in Santa Clara, where I used to live.

The enclosed photos show a segment of the San Tomas Aquino Trail in Santa Clara. On one side, a bike lane was completely separated and turned into a biking/walking trail. It runs right along a busy street, San Tomas Expressway, with a concrete barrier on one side and trees and shrubs on the other. It serves as connector, commuter and recreational trail and is at the same time a safe bike/ pedestrian/skateboard lane to and from Cabrillo Middle School and the Youth Activity Center.

To me this is a perfect example of how an improved bike lane can look.

This bike/walk trail segment is completely separated, two ways, and in my eyes "trail like". There are no driveways, no cars and at the end points are traffic lights. It is safe and usable for all ages.

I did not imagine this would be possible along an Expressway, and I wish the trail would have been in place when I took classes at the Youth Activity Center.

Please visit this trail segment.

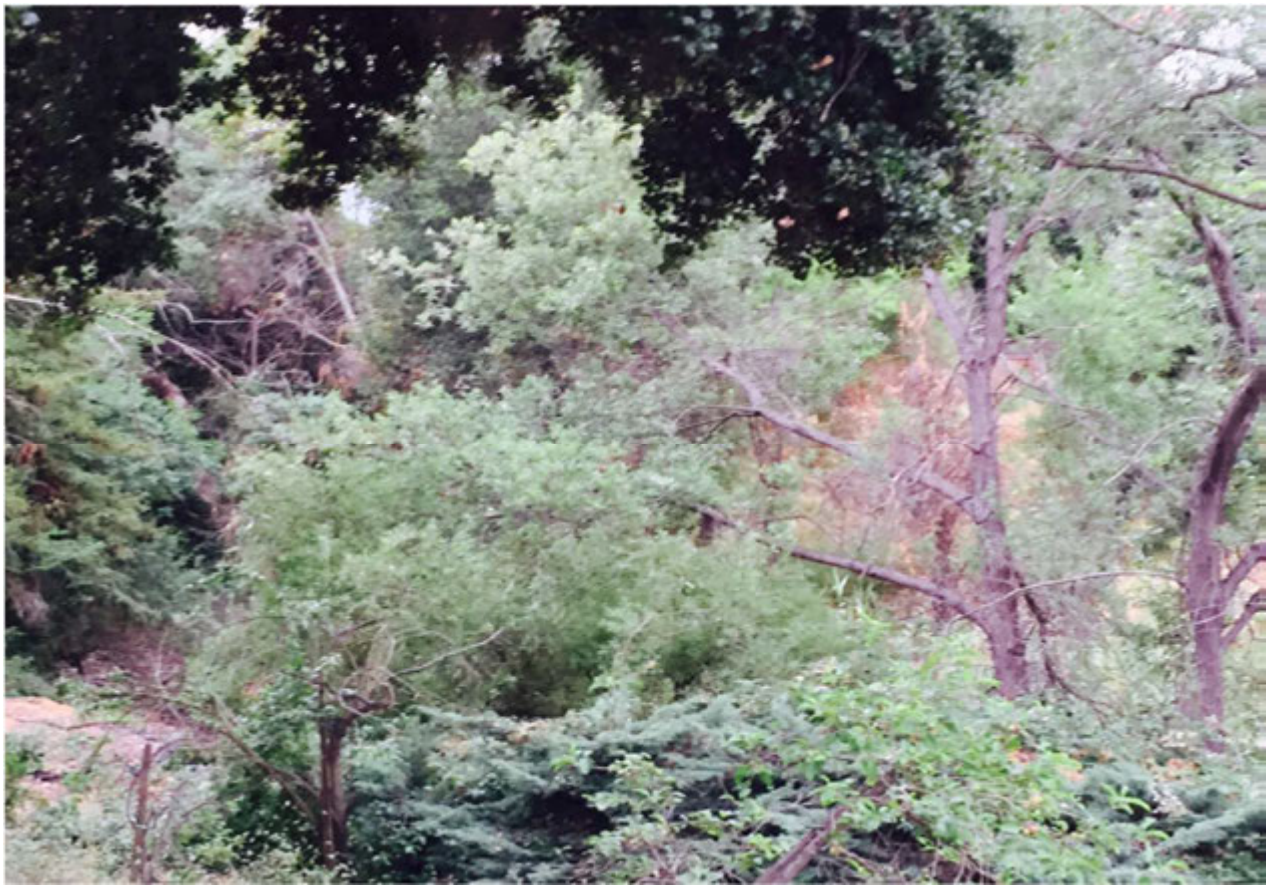
I respectfully ask to convert existing bike lanes into separated bike paths on Foothill or Mary, and not use small neighborhood streets with many intersections and driveways.

Thank You,

Sophia Eschelbeck.

Supplement to Comment #740

Name: James French



Supplement to Comment #749

Name: Carolyn and Dennis Armstrong

We are writing in opposition to the use of Fallen Leaf Lane, Bernardo Ave and Bellevue Ave as options for the Stevens Creek Trail connection links.

While we do not live near Fallen Leaf, we have for many, many years walked this route for exercise and pleasure and are thus very familiar with the area. Rather than provide a laundry list of objections to these three options, we would like to focus on just two objections which we believe make these options "non-starters":

1) Safety

A currently running car advertisement provides information on how high the percentage of automobile accidents occurs while the car is in REVERSE. Think of the number of cars backing out of their driveways on these streets across the proposed trail extensions and the bikers, skateboarders and pedestrians (with and without dogs) who must run this gauntlet. While walking, we are constantly aware of backing cars and a surprising number of times the motorist does not see us. (Embarrassed waves and smiles then occur). If the trail extension is successful (and we hope it is), a large number of people of all ages will be put in jeopardy if one of these three streets is utilized for the trail. A moment's loss of attention by the motorist and/or trail user and the results could be tragic.

2) Neighborhood Aesthetics

While recently walking on Fallen Leaf, we stopped by the signs and yellow tape displays put up by several neighbors, which indicate just what must be destroyed in order to use this existing street for the trail extension. We both looked at each other and simultaneously remarked: "THIS IS JUST NOT RIGHT". While we have not seen similar displays for the effects on the other two street options, they probably have a similar detrimental result. We would strongly suggest that before these street options are considered, the decision makers should make a field trip to view the displays on Fallen Leaf and visualize what these three options would do to the neighborhood.

Supplement to Comment #749

Name: Carolyn and Dennis Armstrong

As we see it, the overarching problem is using any of these three street options as an attempt to "force fit" the trail extension onto streets that were developed over 60 years ago. The result would be a dangerous and esthetically objectionable trail extension which would have none of the beautiful aspects of the majority of the Stevens Creek Trail.

Thank you for your attention,

Valerie and Greg Gillen

Austin Ave, Los Altos

Sent from my iPad

Supplement to Comment #757 & #763

Name: Kathleen Cordova

Got Millions of taxpayer dollars set aside for the Stevens Creek Trail?
Let's spend it wisely

E-mail: The City of Sunnyvale Stevens Creek Trail to let them know your thoughts. Deadline for comments that will be used in the final report is today 6/10 @ 5 p.m.
SCTfeasibilitystudy@sunnyvale.ca.gov

The Friends of the Stevens Creek Trail (FOSCT) trail advocacy group quesstimates that it would **cost over $40 million dollars** "for the most creek like experience" for the extension of the Stevens Creek Trail. Including a second incredibly expensive bridge over 280, 1/2 mile from the $15 million dollar Don Burnett/Mary Ave Bridge to reach Blackberry Farm and the Cupertino foothills.

The creek between Fremont and Homestead is privately owned and not available for a trail. The "trail" will never look like the Mt. View portion. The Sunnyvale and Cupertino portion can't be called a "trail" as it will be routed behind driveways and in front of homes on neighborhood streets, not protected from cars with a barrier, like a class 1 trail.

If we are planning on **spending millions and millions of taxpayer dollars**, let's instead advocate for routes that can provide conductivity for residents to reach the exact same destinations. Cost effective safe routes for students, residents to reach retail venues, commuters and recreational users and families to use the Mary Ave/Don Burnett Bridge to eventually reach green spaces and the same exact destinations Black Berry Farm, McClellan Ranch and trails in the Cupertino Foothills.

WHAT IF? THE GRANT MONEY SET ASIDE TO BUILD TRAILS COULD BE USED,TO REACH THE SAME DESTINATION BLACKBERRY FARM?

Fremont Flyover Bike/Ped bridge over 85 on/off ramps to reach Mary Ave Mary/Don Burnett bridge.

Mary Ave meridian trail between ont Fremont & Homestead to the Mary/Don Burnett Bridge.

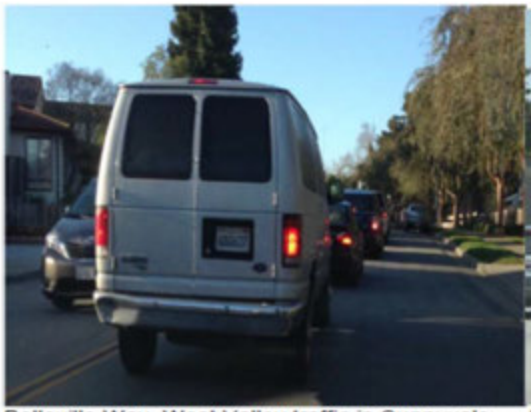
Supplement to Comment #764

Name: Kathleen Cordova

GOT EXTENSION OF THE STEVENS CREEK TRAIL ON NEIGHBORHOOD STREETS IN SUNNYVALE AND LOS ALTOS?

E-MAIL COMMENTS TO THE CITY OF SUNNYVALE STEVENS CREEK TRAIL STUDY
SCTfeasibilitystudy@sunnyvale.ca.gov

Fallen Leaf Lane and Louise Lane in Los Altos at high tension wire choke points



Belleville Way, West Valley traffic in Sunnyvale

Bernardo Ave, Cupertino Middle School traffic. Sunnyvale

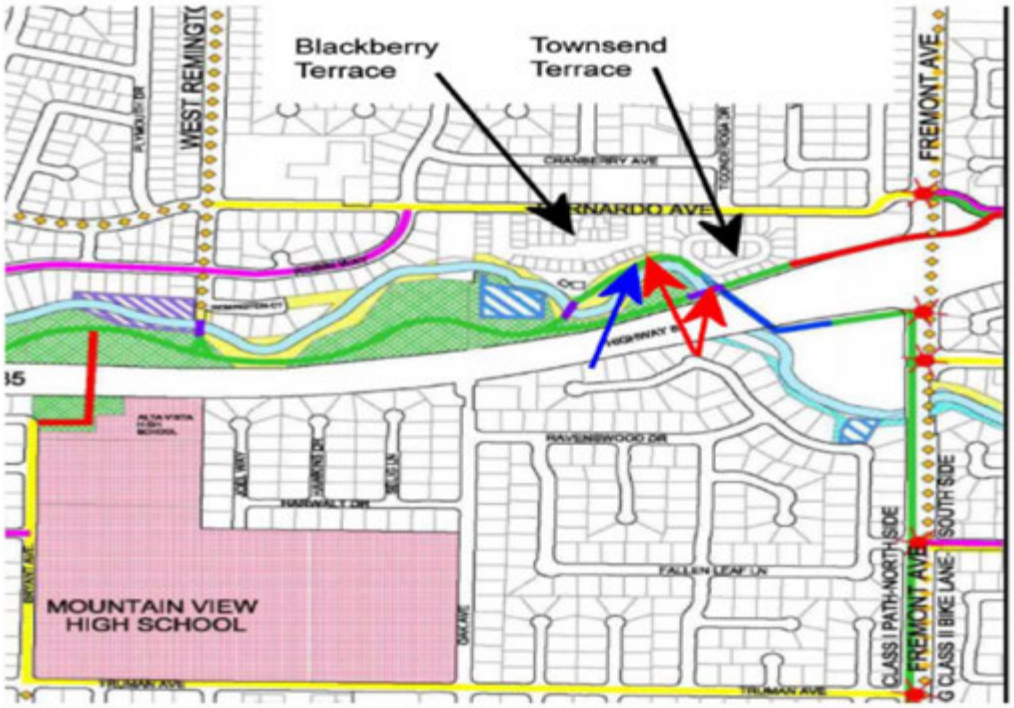
Supplement to Comment	#786	#816
Name:	Tyson Leistiko , Chris Lyon	

June 10, 2015

To those involved in the consideration of the Stevens Creek Trail,

I would like to identify a concern related to my friends and neighbors who reside and own homes on Townsend Terrace and Blackberry Terrace in Sunnyvale.

These homes are situated on small properties with little setback. One of the proposed trail options will put the trail as little as 10 to 15 feet from the interior living space of some of these structures as it would pass by their side and back yards. I have identified these areas with Red Arrows in the following diagram taken from the "Four Cities Coordinated Stevens Creek Trail Feasibility Study".



Supplement to Comment	#786	#816
Name:	Tyson Leistiko , Chris Lyon	

The Blue Arrow above identifies an area that may require additional work on the creek bank to support the trail, where previously I had seen documentation showing this as a bank that wouldn't require additional engineering to support the trail.

I understand that not all trail combinations can be shown in a preliminary study, but taking my concerns into consideration I think the following should be an option for study if this corridor becomes a viable option for a future trail segment.

Figure 24 – Grade-separated options for connecting to Fremont Avenue.

Additional Consideration

The areas of concern for proximity to the interior living space of Townsend Terrace and Blackberry Terrace homes are again indicated by Red Arrows on a figure taken from the study. I have created and shown a third option for consideration if the trail is to pass under Highway 85 at this location where the impact to these homes is minimized. This was shown in its most simple form by combining the two existing diagrams, but in reality the termination of a combined underpass and creek crossing could terminate slightly northeast of where shown while remaining on the west bank. A zoomed in diagram of this concept is shown:

Thank you for your outreach and consideration of feedback and comments,

Tyson Leistiko
Resident, Townsend Terrace, Sunnyvale

Supplement to Comment #794

Name: Sudhir Virmani

Stevens Creek Trail

THE MYTH

For several years, Stevens Creek Trail (SCT) zealots have been propagating far and wide that a SCT extension can be constructed in a heavily built and populated residential area They have used this propaganda to appeal to the gullible funders and other supporters of the "trail". But this is a complete myth. A trail- "a neater sweeter maiden in a cleaner, greener land" - cannot be built in such a congested area.

THE FANTASY

Belleville Way is the sole outlet for houses and residences bounded by 85, Fremont, Homestead and the Creek. It is also the location of the West Valley Elementary School and many students in this area attend Cupertino Middle School on Bernardo and go across the 85 overpass.

Around school start and end hours, there is heavy pedestrian, vehicular and, yes, bicycle traffic. This requires considerable vigil by the school crossing guards to ensure student and parent safety. During winter and rainy days the vehicular traffic backs up considerable distances from the school, both towards Homestead and Fremont. Any arbitrary and reduction in the volume of traffic and of parking space and increased difficulty of access will seriously harm the safety, security and quality of life of the residents, students, and school staff.

RECOMMENDATION

As a resident of The Dalles Ave on the corner of Belleville Way, I urge the Sunnyvale City Council to stop any attempt to designate Belleville Way, The Dalles Avenue and Bedford Ave wholly or in combination as a trail and then proceed to make infrastructure changes. The entire concept of a trail as currently fantasized by the Cities and, especially, the rabid Friends of Stevens Creek Trail, in the alignments under consideration should be given a decent funeral and buried.

GOING FORWARD

- Abandon the current Four Cities plan and studies.
- Upgrade and Augment existing infrastructure to provide greater and much safer access to bikes and pedestrians
- Avoid aggravating residents and reducing their quality of life. Give priority to resident's opinions.
- Post maps and signs as needed to ensure that the links between the two segments of the Stevens Creek Trail are clearly identifiable and visible.

Respectfully submitted

Sudhir Virmani

The Dalles Avenue, Sunnyvale

Supplement to Comment #815

Name: Shani Kleinhaus

COMMITTEE FOR GREEN FOOTHILLS

SIERRA CLUB

Acterra ACTION FOR A HEALTHY PLANET

June 10, 2015

City of Sunnyvale Public Works Department
456 W. Olive Avenue
Sunnyvale, CA 94086
SCTfeasibilitystudy@sunnyvale.ca.gov

Re: Stevens Creek Trail Four Cities Joint Feasibility Study

The Loma Prieta Chapter of the Sierra Club, the Committee for Green Foothills and Santa Clara Valley Audubon Society submit this letter in regards to the Stevens Creek Trail Four Cities Joint Feasibility Study. We write to support the "all city streets" option and use of existing infrastructure. We are not in favor of further impacting Stevens Creek remnant riparian habitats, which are heavily degraded already by development and infrastructure. The Stevens Creek corridor is extremely valuable to wildlife, and undisturbed sections are rare and diminishing. The remaining riparian habitat in the study area is simply too narrow to construct bridges and trails without taking a heavy and permanent toll on endangered species wildlife in Stevens Creek and its watershed.

The Feasibility Study

For decades, transit and right-of-way uses trumped all other considerations along Stevens Creek. But meandering through and along Highways 280, 85, 101, and 237, and shadowed by power lines, Stevens Creek and its diminished riparian ecosystem continue to provide life support to threatened steelhead trout and to a diversity of bird and wildlife species.

As acknowledged in the Stevens Creek Trail Four Cities Joint Feasibility Study, Stevens Creek provides significant wildlife habitat:

> NOAA National Marine Fisheries Service has designated Stevens Creek as "critical habitat" for the recovery of Central California Coast steelhead. More than 225 species of birds, mammals, reptiles and amphibians rely on riparian habitat. Riparian habitat hosts the most diverse bird communities in the west. Less than 5% of California's riparian habitat remains (Riparian Habitat Joint Venture, 2004). The Baylands Ecosystem Habitat Goals Project states that in the South Bay, "Riparian restoration and enhancement of tributary streams would improve stream and riparian habitat and benefit anadromous fishes.

Supplement to Comment #815

Name: Shani Kleinhaus

amphibians, small mammals and birds (Baylands Project, 1999, p. 129). Mammals including raccoon, opossum, striped skunk, gray fox, Eastern gray squirrel, Eastern fox squirrel, ground squirrel and black-tailed deer frequent the creek corridor and open space lands. Two California species of special concern are also known to occur in the creek corridor including the western pond turtle *(Actinemys marmorata)* and San Francisco dusky-footed woodrat *(Neotoma fuscipes annectens)*. The creek supports four native fish species: three-spined stickleback, Sacramento sucker, California roach and Central California Coast steelhead. (P. 54-55)

The habitat along Stevens Creek is recognized by the California Department of Fish and Game as a threatened resource. Saltwater marsh and riparian plant and animal communities have been drastically diminished. Of the once bountiful wetlands habitat, only 5% remains. Enhancement and protection of the creek corridor is important to the survival of native plant and animal communities. (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.7)

The Stevens Creek corridor is one of the few areas in Mountain View providing habitat for wildlife. Many animals live along the creek corridor and many more use the green belt as a thoroughfare to reach different feeding areas without having to contend with traffic on city streets. The creek corridor serves a purpose for animals similar to the one envisioned for commuters. . (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.7)

Urban development has encroached along the creek corridor and valley floor causing the demise of the natural environment. Pockets of remnant forest exist along Stevens Creek and provide the only significant remaining riparian habitat for wildlife in Mountain View. . (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.8)

Thus, Stevens Creek and its riparian ecosystems provide unique, irreplaceable habitats for native species, and are critical for the persistence of many of the species that share our landscape.

Unfortunately, creekside trails are disruptive to riparian ecosystem function (see Appendix A: Impact of trails on Riparian Ecosystems). Trails impose adverse impacts on ecosystems not only due to construction, but also due to the facilitation of human access and activity. In riparian ecosystems, trails interfere with bird and wildlife access to food and water, wildlife movement and migration, nesting and breeding. This is why trails near creeks must maintain a buffer, or setback, that allows the ecosystem to function. Maintaining biological function in the urban section of Stevens Creek is paramount.

Supplement to Comment #815

Name: Shani Kleinhaus

According to the Feasibility Study, there are several points along the creek where there is inadequate width to support development of a trail. The "Creek Corridor" and "Partial Creek Corridor" alignments would require engineered structures attached to the Highway 85 soundwall and supported on piles driven into the creek bank (per the Feasibility Study at p. 57, "an approximately 100 foot structure slab trail on piles with curtain wall" and "an approximately 380 foot structure slab trail on piles"). Some, if not all of these piles would have to be below the high water line to support these structures, causing hydraulic shifts and increased erosion nearby. Such piles into the side of the bank, even if above high water, are destructive and require severe bank modification to restore stability.

The Feasibility Study also says "Trail segments that are proposed below the top of bank are estimated as poured concrete structures." Concrete and similar materials on the creek banks, and especially below high water lines are not environmentally acceptable. History has shown that armored banks eventually fail and fall into the creek. Heavy equipment in the creek for this construction is not environmentally acceptable. It is not acceptable to try to force a trail into these areas of inadequate width.

Thus, under the "Creek Corridor" and "Partial Creek Corridor" alignments, not only would there be no setback at all from the top of the bank, construction would be required within the creek channel, and the banks would need to be reinforced to support this structure. See Feasibility Study, p. 57 and Figure 23. This alteration of the creek channel would be detrimental to the hydrology of the creek as well as the wildlife in and around the creek corridor.

On page 89 Mountain View's EIR for constructing a trail on Mountain View property along the creek in this area to the Mountain View Los Altos border states "...approximately 74 trees would be removed in order to construct the proposed trail ..." Many of these are heritage trees. As this only considers the stretch to the Los Altos border, there would be many more trees removed to continue the trail to Fremont Ave. along the creek. And of course other riparian vegetation would also have to be removed.

Losing these trees and other vegetation would remove scarce wildlife habitat. According to fisheries biologists, the threatened steelhead trout requires cool water, and riparian trees and vegetation to shade the creek and to drop bugs and organic matter to feed the aquatic life in the creek. Losing these trees and the nearby vegetation will severely degrade the habitat for terrestrial and aquatic wildlife, including threatened steelhead trout.

As mentioned above, NOAA National Marine Fisheries Service has designated Stevens Creek as "critical habitat" for the recovery of Central California Coast steelhead. This means that the creek must remain shaded. Additionally, special consideration of impediments to fish migration must be taken into account. The fish ladder downstream of Fremont Ave. has not functioned properly in low flows. The Santa Clara Valley Water District has a long term plan to correct the problem by

Supplement to Comment #815

Name: Shani Kleinhaus

moving the ladder to the west side of the creek. This is the side of the creek where the Feasibility Study would construct the trail, and there is only a narrow setback to the soundwall at this point. It is important to the long-term survival of Stevens Creek steelhead trout to avoid placing a trail where it could potentially interfere with the facilitation of fish migration in the future.

Conclusion

Creek and riparian ecosystem restoration and enhancements are beneficial, but restoration should not be conditioned on access – especially where access is delineated within 10-feet of the top-of the bank, or suspended from a soundwall.

Because the riparian corridor of Stevens Creek is so impacted already, and because there are sections where a setback is not feasible, the Stevens Creek Trail alignment should focus transit opportunities on existing infrastructure outside the riparian corridor. The "All City Streets" option is the only option to preserve our native species in our highly developed valley.

One of the goals of the Stevens Creek Trail Project is to increase native habitat areas and provide a natural setting for trails. City street trails could be constructed with strips of native vegetation rather than asphalt and concrete. This project provides an opportunity to increase habitat area rather than decrease existing habitat.

We thank you for your consideration.

Michael Ferreira
Executive Committee Member,

Alice Kaufman
Legislative Advocate,

Shani Kleinhaus, Ph.D.
Environmental Advocate,

Joanne McFarlin
Stewardship Associate Director
Acterra

Supplement to Comment #815

Name: Shani Kleinhaus

Appendix A: Impact of trails on Riparian Ecosystems.

Riparian systems are one of the rarest habitat types in North America. About 80% of all animals use riparian resources and habitats at some life stage, and more than 50% of breeding birds nest chiefly in riparian habitats (Krueper 1992). These habitats are of particular value in lowlands (below 5,000 feet) as a source of direct sustenance for diverse animal species (Krueper 1993). Organisms moving through rugged landscapes often use riparian areas as travel routes. For example, many butterflies and frogs preferentially move along stream corridors (Orsack 1977, Kay 1989, USGS 2002). Although western pond turtles are capable of overland movements of up to 0.5 km (0.3 mi) (Holland 1994), they preferentially move along stream courses (Bury 1988). Even large, mobile vertebrates, such as mountain lions, have shown preferences for moving along riparian corridors (Beier 1995, Dickson et al. 2004). Riparian systems, because they provide connectivity between habitats and across elevational zones, will be especially important to allow species to respond and adapt to climate change (Seavy et al. 2009).

The following discussion illustrates and documents the impacts from trail usage to surrounding upland and riparian habitats. Complicating efforts to address these impacts is the fact they are so widely underestimated. A survey of backcountry hikers in Utah revealed that 50% assumed they had no negative impacts on the wildlife in the surrounding area (Taylor & Knight, 2003). A large body of research refutes such assumptions for sites both distant from and adjacent to urban areas. For instance, one study showed that even when bird communities in riparian areas have been heavily impacted by urbanization in surrounding lands, the presence of hikers, joggers and bicyclers along a recreational trail have a significant further impact, especially on species that nest close to the ground or forage low for insects or seeds (Miller et al., 2003).

In many cases, disturbance from human activity is the most important factor affecting the number of bird species, surpassing even the effects from habitat loss due to development (Schlesinger et al., 2008). In a study of six sites, three with a recreational trail running adjacent to a riparian corridor and three with no trail, the number of raptor species was consistently greater in the sites with no trail (Fletcher et al., 1999). In grasslands, nests were less likely to occur near trails than away from trails. In grasslands and forests, nest survival increased with increasing distance from a trail. The zone of influence was approximately 75 meters, or 246 feet, from a trail for most species (Miller et al., 1998). Trails alter predation patterns differently for different groups of animals; birds attack more nests near trails than away from trails, whereas mammals appear to avoid nests near trails to some extent (Miller & Hobbs, 2000).

Hiking and bicycling trails were shown in one study to be correlated with a five-fold decline in the density of native carnivores and a substantial increase in nonnative carnivore species (Reed & Merenlender, 2008). The authors suggested this might put an unsustainable predation pressure on native birds and small mammals.

Supplement to Comment #815

Name: Shani Kleinhaus

thereby jeopardizing their survival. The authors went on to say that in larger areas, the configuration of the trails may be the most important factor, but in moderately sized areas near urban development, the key variable seems to be whether or not the site is open to public access. A related study suggested that bobcats, in particular, were displaced by the disturbance caused by bikers and hikers (George & Crooks, 2006). It may be interesting to note that the studies reviewed did not indicate bicycle traffic on trails to be more disruptive to wildlife than pedestrians. In fact, some of the authors voiced their sneaking suspicion that those of us who stop and gawk at the wildlife have a greater impact than those who whiz by on bicycles.

The above studies are not local, but are cited because of their applicability and relevance to our local situation – proposed recreational trails and other public access to upland and riparian open space areas. These studies are part of a much larger body of scientific evidence documenting the effects that trails have on surrounding habitat. In an interesting counterpoint, a local study found bayside trails had no significant effects on shorebird numbers, species richness, or percent of birds foraging (Trulio & Sokale, 2008). There are a great many differences between bayside and streamside habitats that prevent applying the findings of this study to riparian areas, though. For instance, shorebirds have the open bay on one side in which to flee if needed, are used to foraging in sand flat areas which have no vegetative cover, and do not nest there.

Citations

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Supplement to Comment #815

Name: Shani Kleinhaus

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CC:

Council Member Tara Martin-Milius, Sunnyvale

Council Member Pat Showalter, Mountain view

Council Member Darcy Paul, Cupertino

Council Member Jeannie Bruins, Los Altos

Director Nai Hsueh, Santa Clara Valley Water District

Supplement to Comment #827

Name: Kim Hall

Supplement to Comment #863

Name: Kathleen Cordova

Supplement to Comment #866

Name: Bruce England

Supplement to Comment #866

Name: Bruce England

Mountain View Coalition for Sustainable Planning
Mountain View, CA 94041

June 10, 2015

Re: Support for extending the Stevens Creek Trail

Dear Working Group members, Council members, and Staff:

The Mountain View Coalition for Sustainable Planning (MVCSP) would like to express our support for extending the Stevens Creek Trail beyond its current stopping point south of Fremont Avenue to connect with the part of the trail that already exists south of Stevens Creek Boulevard.

The Stevens Creek Trail will serve the region optimally to the extent that it interconnects communities in the area. In the same way that road systems allow those driving to travel across distances without concern that the roads end at city limits, trails allow those walking and biking to enjoy the same convenience. It is this feature that is most important and essential through the proposed extension work.

We understand the concerns expressed about extending the trail. These concerns were raised also when the trail was established in Mountain View, and these concerns mostly or entirely abated once the trail was in place. As it exists today, it is widely viewed as a valuable asset for the city, both by those who use it frequently or only occasionally. Even for those who do not use the trail, it is something they can be proud of in their home town. It also helps to shift travel to walking and bicycling and to encourage people to leave their cars at home more often than they might otherwise. This shift improves health for those using the trails and for all through reduced greenhouse-gas emissions in the region.

For the extension design, we favor what the Friends of the Stevens Creek Trail supports, which includes:

- An initial extension from the trail's current stopping point south to Fremont Avenue along the creek (similar to how much of the trail exists in Mountain View today)
- A bridge over Fremont Avenue to connect the trail to Bernardo Avenue
- A dedicated, separated bicycle path on Bernardo between Fremont and Homestead Road with sidewalks retained for pedestrian needs
- Use of existing streets between Bernardo and Stevens Creek Boulevard where the trail could connect to the existing trail at that point in Cupertino

We do thank you for the work you are doing on this project, and we look forward to the outcome of the project trusting that it will result in the extension that many of us in the community are anticipating.

Supplement to Comment #866

Name: Bruce England

Thank you for the opportunity to comment.

Sincerely,

Bruce England

Bruce England
on behalf of the Mountain View Coalition for Sustainable Planning

About Mountain View Coalition for Sustainable Planning
The Mountain View Coalition for Sustainable Planning is a group of local volunteers—comprised of over 70 members—dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

Supplement to Comment #896

Name: Valerie Armento

Let's not wind up doing something like this with regard to SCT

Brant Ward / The Chronicle 2013

Bicyclists try out the temporary, half-mile-long path on the eastern span of the Bay Bridge on opening day in September.

Expensive Bay Bridge bikeway to be razed for permanent path

The Bay Area Toll Authority spent $9.4 million to build a temporary entrance so the Bay Bridge's bike path could be ready when the new eastern span opened to traffic in September.

And now – after less than seven months – the half-mile-long connector is being torn down to make way for a new, permanent gateway.

That puts the cost to provide temporary bike and pedestrian access to the bridge at about $47,000 a day.

MATIER & ROSS

Metropolitan Transportation Commission chief **Steve Heminger** says the cost was higher than expected, but nonetheless defended the spending.

"This bridge has always been about access for all kinds of travel modes, not just automobiles," he said. "And if we were going to get cars on the bridge by Labor Day, then why shouldn't we get bikers and

M&R continues on C3

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	Jerome O'Connor		
3/15/13	Irma O'Connor		
3/15/13	HANK CHAMBERS		
3/15/13	JUDY CHAMBERS		
3/15/13	ANA M. PAEA		
3/15/13	Jennifer Mitchell		
3/15/13	Garrick Mitchell		
3/15/13	SHARANJIT GILL		
3/15/13	Karnveer Gill		
3/15/13	Vaishali Deshpande		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/16/13	WILLIE LEE		
3/16/13	KUAN LEE		
3/16/13	Merrilee Edgar		
3/16/13	NOBUNE YASUDA		
3/16/13	KENNETH YASUDA		
3/16/13	MARIA ELIZABETH Ochoa		
3/16/13	Barbara Shuey		
3/16/13	CHERYI TURNER		
3/16/13	Andrew Jiang		
3/16/13	Kristina Gibbs		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/17/13	GARY FRANCESCONI		
3/17/13	REBECCA TOI HUNG LEE		
3/17/13	Ken Hanamoto		
3/17/13	Yoshiko Uemura		
3/17/13	Kyohei Uemura		
3/17/13	PRAVEEN SWAMY		
3/17/13	RAMAIYER RAMESH		
3/17/13	USHA KESAVARAMAN		
3/17/13	MEI FUN CHAN		
3/17/13	ANUP RAMESH		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/17/13	Daniel Tam		
3/17/13	Amy Tam		
3/17/13	ROBERT EDGAR		
3/17/13	Abebe Mevelassa		
3/17/13	Junko Sakai		
3/17/13	David J. Kordsmeier		
3/17/13	Matt Guillory		
3/17/13	Binter Guillory		
3-18-13	Maureen Bensing		
3/18/13	Hugh Harris		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/16/13	Christine Choi		
3/16/13	Shin John Choi		
3/16/13	KEITH RULE		
3/17/13	Brian Holt		
3/17/13	Darren Lee		
3/18/13	Jay Lee		
3/18	Peiling Lee		
3/18	danette Lee		
3/18/13	ANN RULE		
3/18/13	Darianne Kagioglu		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	Sharon Koay		
3/15/13	ASHISH AGARWAL		
3/15/13	NINA MEHTA		
3/15/13	CHANDRA MADDIPATLA		
3/15/13	Joan Macias		
3/15/13	Ron [illegible]		
3/15/13	ROBERT ROBBINS		
3/16/13	Jennifer Harris		
3/16/13	RAY WONG		
3/16/13	MARIAN WONG		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/2013	Angela Huang		
3/15/2013	Tz-Yi Jiang		
3/15/2013	Grace Mondai		
~~———~~	~~Olive M Gagne~~		
3/15/13	OLIVE GAGNE		
3/15/13	MARK GRBS		
3/15/13	STEPHAN KARRAS		
3/15/13	Irene Francisconi		
3/15/13	KATSUE CONGER		
3-15-13	LARRY CONGER		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
03/20/13	Ariana O'Connor		[redacted]

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/2013	KWAN YAP		
3/15/2013	SYDNEY LIEU		
3/16/2013	Ling Liu		
3/16/2013	Kairong Hu		
3/16/2013	Renzhong Liu		
3/17/2013	HON TAT HO		
3/20/2013	DAVID ISHIMARU		
3/23/2013	KOK K. LEE		
3/24/2013	PATRICIA KALISH		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/24/13	Chris Somers		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	PAMELA LaPIERRE		
3/18/13	Rachel LaPierre		
3/18/13	Melissa LaPierre		
3/18/13	Chris LaPierre		
3/18/13	THOMAS LAPIERRE		
3/24/13	Maya Binkovich		
3/24/13	Henry Smirnov		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/18/2013	Karen Sherman		
3/23/2013	DON BENANTI		
3/23/2013	cyndi Iwata		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/28	Horon Fan Hsu		
3/28	Hon Dave		
3/28	Randall Ehlers		
3/28	YAIR DROR		
3/28	Suzanne Spence		
3/28	Peter Lee		
3/28	Cindy Lee		
3/28	Chris Sherman		
4/2/13	Claire K. English		
4/2/13	Cordelia A English		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/27/13	Steve Fong		
3/27/13	Wendy Fong		
3/27/13	Yvonne Westre		
3/27/13	CHRIS GEORGE		
3/27/13	Jiachun Chen		
3/27/13	Doug McCatcha		
3/27/13	Alan Au		
3/27/13	max Li		
3/27/13	Stephen Sanchez		
3/27/13	Scott Yeaman		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/22/13	Ashok Pushpa		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/13	ASHOK SARAF		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23	KURT E. WAMPLER		
3/23	GE ZICHTERMAN		
3-23	S. YAMASAKI		
3/23	D. LaRue		
3/23	S. LaFosse		
3/23	Ruthi Atiel		
3/23	Barry Sunderland		
3/23	Manjari Patel		
3/23	Mukta Verma		
3/23	ABBAS ABEDTOUSI		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/26	George Rehbourg		
3/26	Rachael Spykerman		
3/26	Tetty Ruple		
3/26	Marianne Hill		
3/26	Rebecca Williams		
3/26	Sumona Ghosh		
3/26/13	Heather Samaroo		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23/13	Hsiao Yen		
3/23/2013	James Meyerson		
3/23/13	Vishakha Parvate		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/13	LuAnne Graves		
3/30/13	Deb Saltzman		
3/30/13	Jessica Holden		
3/31/13	Rebecca LaBrosse		
3/31/13	Thomas Holden		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23/2013	Robert Given		
3/24/2013	William F. Carpenter		
3/24/2013	Gewyn M. Carpenter		
3/24/2013	Scott Dwyer		
3/24/2013	Ed Boyea		
3/24/2013	Mike Dwyer		
3/24/13	Harini G		
3/26/13	Audrey Bates		
3/26/13	Gary Tahara		
3-24-13	Neil Parry		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/22/13	Rose Wu		
3/22/13	Robert Lan		
3-23-13	Jack Greenbaum		
3-23-13	JOHN BAILEY		
3-23-13	Roberta Bailey		
3-23-13	Lisa Fwu		
3-23-13	Jong-Kae Fwu		
3-24-13	Joyce Wang		
3-24-13	Andrew Chen		
3-24-13	Donna Greenbaum		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3-24-13	ROUGEYAR PARRY		
3/24/13	Derek Sato		
3/24/13	Marjorie Street		
3/24/13	Vanaja Gunti		
3/24/13	TZIPORA LITVIN		
04/02/13	RON ZINGER		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/26/13	ELAINE ENOS		
3/26/13	WARREN ENOS		
3/26/13	Mary Lynn Teter		
3/26/13	G. H. Teter		
3/26/13	Stephen Ma		
3/26/13	Annie Ma		
3/26/13	ALLEN BATES		
3/26/13	CHING BEN		
3/26/13	Yulan Tsao		
3/26/13	Ann Schwabecher		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/27/2013	Edward Schwabacher		
3/27/2013	Anna Schwabacher		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/2013	GARY KIYAJIMA		1
3/30/2013	Sharon Asada		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
03/24	Lu Li		
3/24/13	Dorothy Miller		
3/24/13	Kurt Steele		
3/24/13	Patti Steele		
3/24/13	BILL WATHEN		
3/24/13	James Walker		
3/24/13	Gail Hoben		
3/24/13	Denise Tsang		
3/24	May Lin		
3/24/13	Norm Dhom		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23/13	Mary Cwynar		
3/23/13	JOHN CWYNAR		
3/23/13	Michael Prestia		
3/23/13	Fred S Ono		
3/23/13	Leigh Trautman		
3/23/13	PHIL BERNSTEIN		
3/23/13	Marlene Bernstein		
3/23/13	Boon Tan		
3/27/13	AG Bevgendzh		
3/24/13	K. NEWBY		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
03/23/2013	Ke Pan		
3/23/13	Sharon Rauenhorst		
3/23/13	Chen-Hsun, Chiang		
3/23/13	Julie Juracich		
3/23/13	Elizabeth Randall		
3/23/13	KENJI SUGIYAMA		
3/23/13	Mariko Sugiyama		
3/23/13	RAJIV TARU		
3/24/13	DEREK McCAW		
3/24/13	MONICA OETCU		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/20	Mark McLaughlin		
3/20	Janet McLaughlin		
3/20	Dan McLaughlin		
3/21	Jim Mannon		
3/27	Bob Kenney		
3/28	Lance R Nelson		
3/28	Amanda K Nelson		
3/28	Louise A. Kenney		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/3/13	WILLIAM Lu		
10/5/13	Ahmed Cheema		
10/5/13	Geoffrey Clay		
10/5/13	Corey Williams		
10/5/13	YOLANDA Chan		
10/5/13	TARIQ AND [illegible]		
10/5/13	Janis Knudson		
10/5/13	Michael Fu		
10/5/13	Jie Qian		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/5	HAIHANG TANG		
10/5	[illegible]		
10/5	Junwei Zhou		
10/5	Jueun Lee		
10/5	Yangyuan Lu		
10/5	LORI FRALEIGH		
10/5	Patty Lee		
10/5	Neil Yishida		
10/5	Ashish Tamhankar		
10/5	Roshni Tamhankar		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/3/2013	Jinwen Xi		
10/25/2013	Xiaohan Chen		
10/5/13	ANDREW Lowright		
10/5/13	HANG NGUYEN		
10/5/13	Guy Piled		
10/5/13	Bob Murray		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-11-13	ROSALIE SANEZ		
10-11-13	Saila Naher		
10/11/13	Quang Nguyen		
10/11/13	Hyo Shick Kim		
10/11/13	Tiarra Garcia		
10/11/13	Vanya Boyn		
10/11/13	Dimitar Bogr		
10/11/13	[illegible]		
Oct 11, 2013	AGNES HAYMORE		
10/11/13	Ruma Khare		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-11-13	Yuen Yang Hsu Chie		
10/11/13	Norman Lowe		
10/11/13	B. Schuh		
10/11/13	H. Khavari		
10/11/13	Kyeongmin Kim		
10/11/13	Mahshid Keikha		
10/11/1	MARTIN HERRERA		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/10/13	Dora Lin		
10/10/13	Tem Nam Chong		
10/10/13	Yu Lan Chong Hua		
10/10/13	LIANG DONG		
10/10/13	OK Choi		
10/10/13	C. Ling		
11/10/13	SZE YING CHAN		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-30-13	AH-CHUN CHU Lily		
10-30-13	Dayfrond Ng		
10-30-13	Sam Lau		
10-30-13	Domin Wang		
10-30-13	Junxia Guo		
10-30-13	Bob Cheney		
10-30-13	Jeff Nii		

Supplement to Comment #898

Name: Angela Huang

PETITION: By signing below, you urge the City of Sunnyvale and their staff NOT to route the Stevens Creek Trail along Bernardo Avenue and NOT to reduce our parking or driving space for any reason. You further urge the City of Sunnyvale to promote and encourage greater use of existing bicycle trails, including Mary Avenue and Homestead Road, and spend any available monies to make them safer for both residents and bicycle riders.

DATE	PRINT NAME	SIGNATURE	ADDRESS
10/20/2013	SUSAN R. Muller-Robb		
10/20/2013	Marilyn Etheringto		
10/20/13	Norman Robb		
10/20/13	Robert Schuppenies		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
5/11/13	LLOYD L CLARK		
5/11/13	Russ Cole		
5/12/13	Angela Kendall		
5/13/13	Sonya Lee		
5/12/13	ORIT KALINSKY		
5/13/13	Rachel Kama		
5/13/2013	Bilha Ram		
5/14/2013	JOAN HERDOCIA		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
4-10-13	Susan Arnold		
4-10-13	GREG ARNOLD		
>			

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/13	NANCY PHAN		
3/30/13	Jenny Phan		
3/30/13	MY Pham		
4/2/13	Tony Castillo		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/31/13	Yuki Uemura		
3/31/13	BRUCE TAN		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
4/18/13	MATT MAYER		
4/16/13	Anand Shah		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
1/18/14	Albert Lu		1
1/18/14	TED LU		1

Supplement to Late Comment # 13

Name: Cherie Walkowiak

Supplement to Late Comment # 15

Name: Jeral Poskey

Google

June 10, 2015

To: Stevens Creek Trail Joint Cities Working Team
Stevens Creek Trail Citizens' Working Group

Dear Working Team and Citizens' Group:

Google thanks the Working Team and Citizens' Group members for the time and energy invested into this valuable process. Extending the Stevens Creek Trail is clearly a community priority, and we value your willingness to dig into these important issues.

We'd like to reiterate Google's strong support for the Stevens Creek Trail extension as an exclusive Class 1 trail. If there are places where this isn't possible, we support extending the trail along any routes that keep it local, safe and part of the community fabric (and not along busy streets).

Our position is based on a number of factors, and we'd like to highlight two of them here.

First, people *love* the trail. Whether for walking, biking or bird watching, the trail represents a cherished community asset. Google employees have been using the existing Stevens Creek Trail for many years as a safe and convenient option. While the trail does serve partly as a bike route, it's also a popular place for young and old, for solo runners and for play group meetups, for fitness buffs and for those who would have difficulty crossing a street. We see community interactions that can only happen along quiet streets and creekside paths, events that don't happen along busy arterials. We look forward to seeing the trail extended so that it can continue to be enjoyed by current and future generations.

Second, the trail takes cars off the roads. Extending the Stevens Creek Trail can serve as a powerful tool in reducing traffic congestion. A study by Roger Geller of the Portland Office of Transportation has documented that 60% of people fall into the "interested but concerned" cyclist category who are more likely to bike instead of drive if there are safe routes to do so.

Supplement to Late Comment # 15 2 of 2

Name: Jeral Poskey

By getting more people to bike, we reduce traffic on our streets and highways. This includes traffic reduction along Highway 85, a steadily-worsening roadway that will require widening in the future. By reducing demand along this road, we could delay the need to expand it. So your decisions are far more significant than just the placement of the trail extension, but an opportunity to have a long-term impact in saving land across your city.

Sincerely,

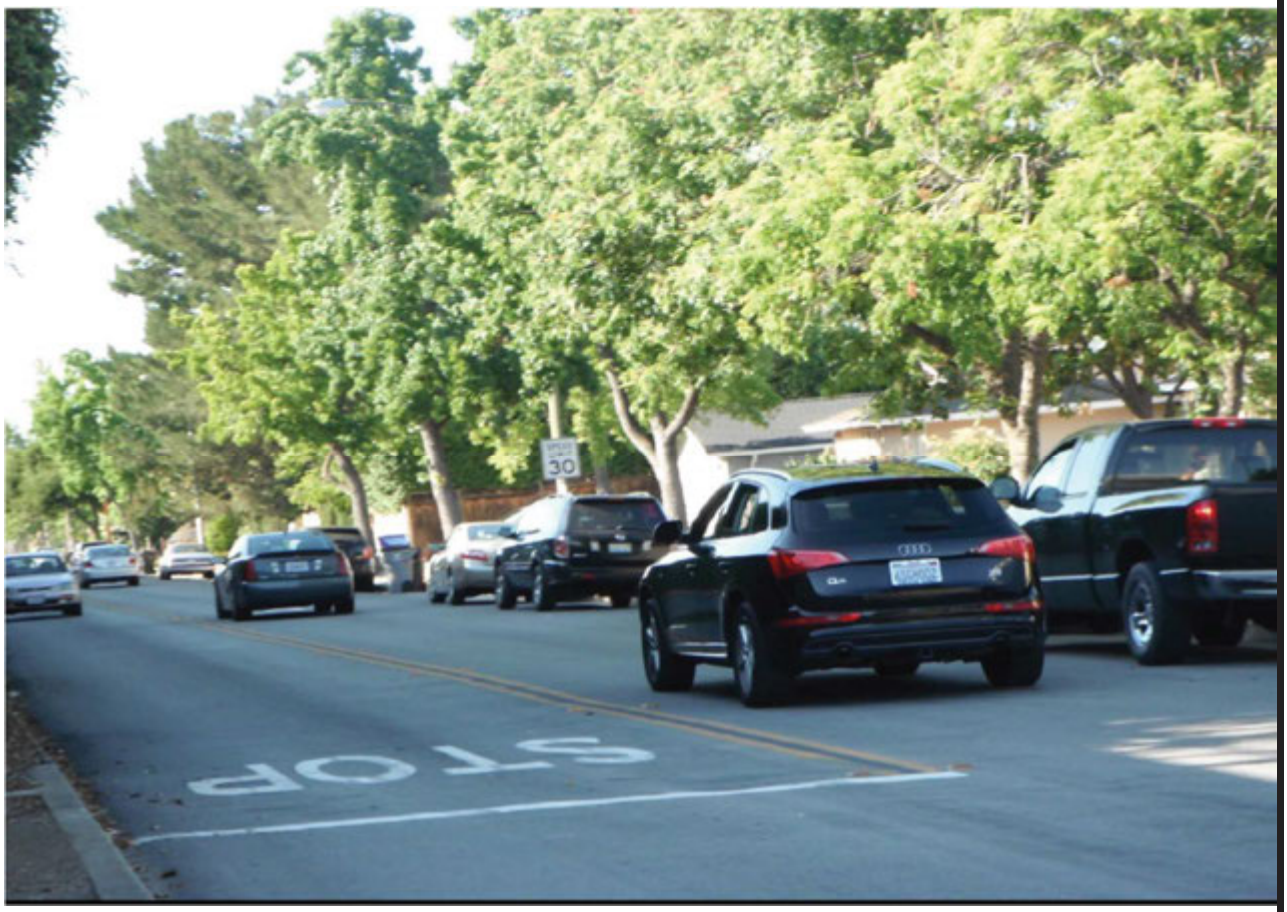
Jeral Poskey

Supplement to Late Comment # 30

Name: Hsiao Yen

Supplement to Late Comment # 30 2 of 2

Name: Hsiao Yen



Supplement to Late Comment # 42

Name: Nick Saleh

We are looking forward to working with you on the implementation of this important regional bicycle and pedestrian project in Santa Clara County and appreciate early coordination with the Department on any work within State right-of-way.

We have reviewed the draft Stevens Creek Trail Feasibility Study and have the following suggestions;

- Just a general comment regarding the study, It discusses providing pedestrian trail adjacent to 280 and SR 85 may be partially within the state Right of Way (R/W) and also an overcrossing on 101, No details are available to comment on at this time. However, once enough details are developed, Cities will need to be advised on the appropriate Caltrans process to follow to clear the projects within our R/W.

- Alternatives with in state Right of Way (R/W) needs to meet the Departments design and safety standards and requirements,

- Also, alternatives should not preclude and future widening to the highway system,

- Maintenance and operations of this proposed facility will be the responsibilities of the local agencies

- Maintenance agreement between CT and the locals will be needed before the operations of the facility

- Page 22: Trail Design Guidelines paragraph: Please revise the following language: "Caltrans defines three types of trail facilities" to "Caltrans defines three types of bike facilities." Class II and III cannot be considered as trail facilities.

- Also, please note that Caltrans is developing guidelines for a Class IV bicycle facility or cycletrack, which is separated from motor traffic using a physical barrier, such as curbs, planters, or parked cars.

Please feel free to contact me at or Dina El-Tawansy Regional Project Manager at for any question and for future coordination on this important project.

Supplement to Comment # 97
Name: Kathleen Cordova

Supplement to Comment # 121
Name: Kathleen Cordova

18 page supplement

Citizens for Responsible Trails:
Response to Stevens Creek Trail Feasibility Study

For Consideration by the Joint Cities Working Team, Elected Officials and Staff of Cupertino, Los Altos, Mountain View and Sunnyvale

Don Burnett Bicycle and Pedestrian Bridge

Citizens for Responsible Trails Steering Committee:
Kathleen Cordova, Chairperson
Marianne Cali
Bob Delaney
Michael Eiger
Steve Elich
Craig Hofstetter
Vikrant Kasarabada
Pete Metrulas
Tom & Pam LaPierre
Angela Huang

Rev. May 12, 2015

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  - Homestead Road to Stevens Creek Boulevard
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- Recommendations
  - Breathe New Life Into Existing Infrastructure
  - Leverage Adjacent Opportunities
  - Maximize Positive Externalities
- About Citizens for Responsible Trails

Executive Summary

Citizens for Responsible Trails is an advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails is an advocacy group that represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens.

CORE VALUES

Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values:

Fiscal Responsibility - The routes under consideration could potentially result in significant new public spending. ***In aggregate, budget estimates for $56,815,000 in construction projects are provided in the study, not including the cost to acquire required land, secure required easements. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. Finally, no estimates for ongoing maintenance are provided****.* Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Utilize Existing Infrastructure - Whenever possible, public employees and elected officials should seek to incorporate existing infrastructure to accomplish the objectives of a public works program. Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration

Minimize New Impact - Any new route through an existing neighborhood, regardless of the merits of the route, will have an impact that will need to be studied and mitigated. Citizens for Responsible Trails takes the position that general public use trails should minimize impact on existing neighborhoods by utilizing existing, funded infrastructure whose impacts are well-understood.

ROUTE EVALUATION RESPONSES

This response evaluates the route segments identified in the feasibility study and determines to what extent the potential route segments are consistent with the core values identified above. This is discussed more fully in the "Route Evaluation Responses" section of this response.

RECOMMENDATIONS

Finally, Citizens for Responsible Trails makes the following recommendations regarding the Stevens Creek Trail Feasibility Study (discussed more fully in the "Recommendations" section of this response):

Breathe New Life Into Existing Infrastructure - Significant infrastructure already exists that can be used for the Stevens Creek Trail. In fact, today one can travel by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure. Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating existing infrastructure into the Stevens Creek Trail project.

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Leverage Adjacent Opportunities - There are numerous adjacent opportunities like Santa Clara County's Expressway 2040 project and the Mary Avenue Street Space Allocation project that could be leveraged to increase the benefits to the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible.

Maximize Positive Externalities - In addition to the intrinsic benefit of the Stevens Creek Trail, Citizens for Responsible Trails believes that the trail could create significant positive externalities beyond recreational use. The trail could benefit students commuting to local schools and colleges, local businesses along the trail corridor and users of regional recreational facilities like Rancho San Antonio Park.

SUMMARY

The Stevens Creek Trail project has two finished segments. The first is located in Mountain View and outlets at the State Route 85 pedestrian overcrossing at Dale Avenue/Heatherstone Way. The second is located in Cupertino at Stevens Creek Boulevard adjacent to the Blackberry Farm Golf Course and connecting to Blackberry Farm Park and McClellan Ranch Preserve.

The feasibility study attempts to answer how four cities can coordinate actions to connect those two trail segments. Citizens for Responsible Trails advocates for the position that there is extensive existing infrastructure that can be used to complete the Stevens Creek Trail. The group believes that elected officials should resist the allure of "signature" public works projects that ultimately do not measure up to expectations or deliver a positive return to taxpayers for their investment.

Instead, Citizens for Responsible Trails urges elected officials to follow an incremental approach that leverages existing infrastructure, enhances the trail and bicycle facilities for a variety of users, and delivers on the promise of efficient and cost-effective local government.

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Route Evaluation Responses

The Stevens Creek Feasibility Study breaks the study area into four primary segments:

1. Dale Avenue/Heatherstone Way to Fremont Avenue
2. Fremont Avenue to Homestead Road
3. Homestead Road to Stevens Creek Blvd.
4. Connections to Rancho San Antonio Park

The study evaluated these segments to determine whether and to what extent bicycle infrastructure already exists in a variety of potential routes between segments. The study also determined where new infrastructure would be technically feasible in places where bicycle infrastructure either does not exist or could be enhanced. Finally, the study provides preliminary budget estimates for potential new bicycle infrastructure.

It is important to note that many of these new infrastructure projects require land to be acquired and/or easements to be granted by public and private landholders for the new infrastructure to be feasible. The feasibility study does not include the cost of land acquisition and/or granting of easements in its budget estimates. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. The study also does not include the cost of ongoing maintenance of trail facilities including utilities, infrastructure replacement, security, graffiti abatement and other operational costs.

Route Evaluation Criteria

The routes evaluated in the report are summarized in the sections below for each of the study segments. Each segment of the route is evaluated by Citizens for Responsible Trails using three criteria that reflect the group's core values:

1. Fiscal Responsibility
2. Utilize Existing Infrastructure
3. Minimize New Impact

The routes are evaluated as follows:

Symbol	Description
	Route segments that are inconsistent with the group's values are designated with a red circle.
	Segments that have elements that are consistent with the group's values and others that are inconsistent with the group's values are designated with a yellow circle.
	Segments that are consistent with the group's values are designated with a green circle.

Finally, if new infrastructure is proposed and budget estimates are provided, the proposal is evaluated using the criteria above with specific emphasis on fiscal responsibility.

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Dale Avenue/Heatherstone Way to Fremont Avenue

The segment that connects trail infrastructure in Mountain View to Fremont Avenue in Sunnyvale is evaluated below. While there is extensive existing infrastructure in this study segment, there is a proposal for significant new infrastructure to be built at Permanente Creek adjacent to State Route 85.

This infrastructure would involve either an underpass or a pedestrian overcrossing (i.e., bridge). Option 1 would construct an underpass and would result in new spending of $16,670,000.[1] Option 2 would construct an overcrossing and would result in new spending of $11,000,000.[2]

These proposals for new infrastructure are evaluated as follows:

Table 1a: Dale Avenue/Heatherstone Way to Fremont Avenue - New Infrastructure

Proposal	**Fiscal Responsibility**	**Utilize Existing Infrastructure**	**Minimize Neighborhood Impact**
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue **Budget Estimate: $16,670,000**	🔴	🔴	🟡
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing **Budget Estimate: $11,000,000**	🔴	🔴	🟡

[1] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86
[2] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86

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The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main artery in this section of the trail is Mary Avenue. The streets that feed into Mary Avenue mostly have existing bike lanes. Furthermore, the Mary Avenue route would leverage the Mary Ave Street Space Allocation Project that is bringing traffic-calming and bicycle enhancements to Mary Avenue as part of a separate project.

Table 1b: Dale Ave/Heatherstone Way to Fremont Avenue - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Heatherstone Way	Undesignated			
Knickerbocker Drive	Existing Bike Lanes			
Mockingbird Lane	Undesignated			
Remington Drive	Existing Bike Lanes			
Bernardo Ave (Heatherstone to Remington)	Existing Bike Lanes			
Bernardo Ave (Remington to Fremont)	Bike lanes require removal of one side of on-street parking			
Mary Avenue	Undesignated; Bike lanes approved with Mary Ave Street Space Allocation Project			
Diericx Drive	Undesignated			
Franklin Ave	Undesignated			
Bryant Ave	Existing Bike Lanes			
Truman Ave	Undesignated			
Fremont Ave (State 85 to Fallen Leaf)	Existing Bike Lanes			
Fremont Ave (Fallen Leaf to Grant Road)	Existing Bike Lanes			

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Fremont Avenue to Homestead Road

The segment that stretches from Fremont Avenue to Homestead Road is evaluated below. While there is extensive existing infrastructure in this study segment, there are two separate proposals for new infrastructure along Bernardo Avenue and another one at the bridge that spans State Route 85 at Homestead Road.

The new infrastructure along Bernardo Avenue would result in new spending of $3,925,000.[3] The options to cross Fremont Ave and connect with the Bernardo Ave Path cost either $11,000,000 or $16,670,000 depending on which option is chosen. Moreover, the enhancements to the overcrossing at Homestead Road would result in new spending of $2,450,000.[4] As the Bernardo Avenue path relies on the enhancements to the connection on Fremont Ave and the overcrossing at Homestead Road as envisioned in the study, the true cost of the Bernardo Avenue Path is really either $17,375,000 or $23,045,000 depending on which option for crossing Fremont Ave is chosen

These proposals for new infrastructure are evaluated as follows:

Table 2a: Fremont Avenue to Homestead Road - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Avenue Path **Budget Estimate: $3,925,000**			
State Route 85 Crossing at Homestead Road **Budget Estimate: $2,450,000**			
Bernardo Avenue Path + Route 85 Crossing at Homestead Road (True Cost of Bernardo Ave Path) **Budget Estimate: $6,375,000**			

[3] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 87

[4] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 88

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The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Mary Avenue and Homestead Road. Both of these main arteries have extensive bicycle infrastructure. The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately $15 million.[5]

The Homestead Road route benefits both from existing bicycle lanes and the separated pedestrian/bike path on a segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange. This path is well-travelled by students on bicycles who commute from their homes in Cupertino, Los Altos and Sunnyvale to West Valley Elementary, Cupertino Middle School and Homestead High School. As such, enhancements to the bicycle infrastructure on Homestead would benefit these students in addition to bicyclists travelling to the Don Burnett Bicycle and Pedestrian Bridge and the Foothill Expressway/Boulevard corridor.

Table 2b: Fremont Avenue to Homestead Road - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Ave	Undesignated; Requires 1 way street, removal of parking or neighborhood greenway	🔴	🔴	🔴
Belleville Way	Undesignated	🔴	🔴	🔴
Bedford Ave	Undesignated	🔴	🔴	🔴
Fallen Leaf Lane	Undesignated	🔴	🔴	🔴
Louise Lane	Undesignated	🔴	🔴	🔴
Newcastle Drive	Undesignated	🔴	🔴	🔴
Mary Ave	Existing Bike Lanes	🟢	🟢	🟢
Homestead Road	Existing Bike Lanes and Pedestrian/Bike Path	🟢	🟢	🟢

[5] "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

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Homestead Road to Stevens Creek Boulevard

The segment that stretches from Homestead Road to Stevens Creek Boulevard is evaluated below. While there is significant existing infrastructure in this study segment, there are two separate proposals for new infrastructure. The first proposal would improve and enhance the section of Foothill Expressway/Boulevard from Grant Road to Cristo Rey that would result in new spending of $4,300,000.[6]

The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.[7] This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange.

These assets include the Lucky grocery store on Grant Road that serves as a park and ride lot for bicycle enthusiasts, Undiscovered Country, a bicycle tour company on Grant Road, and Chain Reaction, a popular bicycle shop on Homestead Road. Finally, this route could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

This route could also be enhanced by Santa Clara County's Expressways 2040 project that is charged with enhancing bicycle safety on all expressways in Santa Clara County. Finally, this route benefits both from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

The second proposal would be the construction of a second pedestrian overcrossing over Interstate 280 approximately a half mile from the Don Burnett Bicycle and Pedestrian Bridge. This new bridge would result in new spending of $15,615,000.[8]

These proposals for new infrastructure are evaluated as follows:

Table 3a: Homestead Road to Stevens Creek Boulevard - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road/Vineyard Drive to Cristo Rey Drive **Budget Estimate: $4,300,000**			
Interstate 280 Pedestrian Overcrossing to Somerset Park **Budget Estimate: $15,615,000**			

[6] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89
[7] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65
[8] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

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The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Grant Road, Foothill Expressway/Boulevard and Mary Avenue. All three of these main arteries have extensive bicycle infrastructure.

As noted previously, the Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.[9] The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately $15 million.[10]

Table 3b: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road (Fremont to Foothill Exp)	Existing Bike Lanes			
Grant Road (Foothill Exp. to Homestead)	Existing Bike Route			
Foothill Exp. (Grant Road to Foothill Blvd)	2 Foot “Delineate but not Designate” Shoulder			
Foothill Blvd. (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes			
Mary Ave (Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Stonebridge to Foothill Blvd to Stevens Creek Trail to Mary Ave)	Existing Bike Lanes			

[9] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

[10] “Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge,” SJ Mercury News, Sep. 21, 2011

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The table below evaluates the existing infrastructure that exists in this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (i.e., bridge) spanning Interstate 280. This new bridge would result in new spending of $15,615,000.[11] Two bridge options are proposed in the study but only one budget estimate is provided.

The following streets are located in the Homestead Villa subdivision: Barranca Drive, Peninsular Ave, Caroline Drive and Maxine Avenue. In 2007, the Cupertino City Council passed a resolution that re-affirmed this sub-division's status as "semi-rural."[12]

The practical result of this designation is that streetlights and sidewalks are not allowed in this subdivision. In addition to the safety concerns this designation implies for the trail, the study indicates that this route would require removal of one side of on-street parking and possible introduction of greenbelt facilities. This would demonstrably alter the semi-rural character of the neighborhood and would violate the intent of the 2007 resolution to maintain the character of the neighborhood.

Moreover, the Caroline Drive/Peninsular Avenue transition involves a blind corner and a narrower street width of 23 feet as compared with 33 feet or more in other sections of these roadways. The reason for this is that an entire block of this subdivision was eliminated using eminent domain to build the State Route 85/Interstate 280 interchange. Aside from the upheaval this neighborhood experienced based on that prior eminent domain action, this narrowing of the roadway introduces unnecessary safety and congestion concerns to this segment which is precisely where the landings for both of the proposed pedestrian overcrossings is located.

Table 3c: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Barranca Drive	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Peninsular Ave	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Caroline Drive	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Maxine Ave	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
New Pedestrian Overcrossing Spanning Interstate 280	*Two options are proposed in the study but only one budget estimate is provided*	🔴	🔴	🔴

[11] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

[12] Cupertino City Council Resolution, Agenda Item #13, June 19, 2007

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The table below continues the evaluation of the existing infrastructure that exists in the south section of this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (bridge) spanning Interstate 280. This new bridge would result in new spending of $15,615,000.[13] Two bridge options are proposed in the study but only one budget estimate is provided..

Option 1 (Madera Drive - to either Mann Drive or Phar Lap Drive): The proposed 280 bridge's landing site on Madera appears problematic due to Madera's close proximity to the UPRR rail bed, plus the large vertical transition required to descend from the necessary rail bed crossing height to street grade. Additionally, the full lengths of both Madera and Mann are designated as "semi-rural" with limited street lighting and no sidewalks. Creation of a greenway along those streets would alter the existing semi-rural character of the entire neighborhood.

Option 2 (Somerset Park - Stokes Avenue - Dempster Avenue - Peninsula Avenue): As the only vehicle access route for the entire neighborhood, Peninsula does experience periods of substantial traffic volume. This option also necessitates either the removal of one side of on-street parking along Peninsula, or a "neighborhood greenway" designation.

Table 3d: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
New Pedestrian Overcrossing Spanning Interstate 280	*Two options are proposed in the study but only one budget estimate is provided*	🔴	🔴	🔴
Stokes Ave	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Dempster Ave	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Peninsula Ave	Undesignated; requires removal of one side of on-street parking	🔴	🔴	🔴
Phar Lap	Undesignated	🔴	🔴	🔴
Madera Drive	Undesignated	🔴	🔴	🔴
Mann Drive	Undesignated	🔴	🔴	🔴

[13] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

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Connections to Rancho San Antonio Park

The segment that stretches from Stevens Creek Boulevard to the Hammond-Snyder Loop trail in Rancho San Antonio Park is evaluated below. While there is significant existing infrastructure in this study segment leading up to this area, there is a proposal that would result in new spending of $2,855,000.[14]

These funds would be used primarily to construct new parking, restroom facilities and trail infrastructure to connect Stevens Creek Boulevard to the Hammond-Snyder Loop trail. As Rancho San Antonio Park and Open Space Preserve is the second most heavily visited regional park and open space preserve[15], this new staging area would provide additional congestion relief to the park and make this access point available to users of the Stevens Creek Trail.

This site is also in close proximity to Blackberry Farm Park and McClellan Ranch Preserve which can be accessed from the finished Stevens Creek Trail located on Stevens Creek Boulevard just south of this location, thus creating linkage between three regional parks and preserves.

Table 4a: Connections to Rancho San Antonio Park - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Staging Area and Trail Access to Rancho San Antonio Park and Open Space Preserve **Budget Estimate: $2,855,000**			

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail all benefit from existing bike lanes.

Table 4b: Connections to Rancho San Antonio Park - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Foothill Blvd (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Blackberry Farm Golf Course to Foothill Blvd)l	Existing Bike Lanes			
Stevens Creek Blvd. (Foothill Blvd to Hammond Snyder Loop Trailhead)	Existing Bike Lanes			

[14] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89
[15] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 71

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Recommendations

While Citizens for Responsible Trails has not endorsed a specific route for the trail, the analysis in this response indicates that there are multiple routes that are both feasible and consistent with the group's core values of fiscal responsibility, utilize existing infrastructure and minimize new impact. Citizens for Responsible Trails makes the following additional recommendations regarding the Stevens Creek Trail Feasibility Study.

Breathe New Life Into Existing Infrastructure

Significant infrastructure already exists throughout the study area that can be used for the Stevens Creek Trail. In fact, one can travel today by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure. ***Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating that existing infrastructure into the Stevens Creek Trail project.***

The routes under consideration in the feasibility study could result in significant new public spending. Table 5 summarizes the budget estimates for new infrastructure projects identified in the study. Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Table 5: Summary of Potential New Infrastructure Projects

New Infrastructure Proposals	**Budget Estimates**
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue	$16,670,000
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing	$11,000,000
Bernardo Avenue Path	$3,925,000
State Route 85 Crossing at Homestead Road	$2,450,000
Grant Road/Vineyard Drive to Cristo Rey Drive	$4,300,000
Interstate 280 Pedestrian Overcrossing to Somerset Park	$15,615,000
Staging Area and Trail Access to Rancho San Antonio Park & Open Space Preserve	$2,855,000
Aggregate Budget Estimates for Potential New Infrastructure Projects Note: Budget estimates do not include the acquisition cost of required land and/or easements or estimates for ongoing maintenance and replacement	**$56,815,000**

Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration.

While there are challenges in other locations, the central question that elected officials must answer is how the trail will traverse Interstate 280. This is a key concern and the resolution of this question impacts the routes that are chosen that lead up to the Interstate 280 crossing. Two options identified in the feasibility

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study corridor currently exist. The first option is the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately $15 million.[16]

This span was promoted as the key link in completing the Stevens Creek Trail when it was dedicated with much fanfare in 2009. Six years into its existence, this lightly-used bridge serves as a striking example of the pitfalls of overly-optimistic user projections and "signature" projects. Citizens for Responsible Trails believes this award-winning bridge can still become the jewel of the Stevens Creek Trail as its supporters, including former Cupertino mayor Don Burnett, had envisioned. Citizens for Responsible Trails is confident that if the Stevens Creek Trail incorporates the Don Burnett Bicycle and Pedestrian Bridge, this striking structure would assume its rightful place as a regional treasure.

The second option for crossing Interstate 280 is located at Foothill Expressway/Boulevard near Rancho San Antonio Park. The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.[17] This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. This route also benefit from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange (Lucky Bicycle Park and Ride, Undiscovered Country Bike Tours and Chain Reaction Bike Shop). This route could also be enhanced by Santa Clara County's Expressways 2040 and could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

The idea of building a third crossing of Interstate 280 at a cost of more than $15 million within half a mile of both the Don Burnett Bicycle and Pedestrian Bridge and Foothill Expressway/Boulevard is at best wasteful, and, at worst, willfully irresponsible with taxpayer funds.

Citizens for Responsible Trails advocates for utilizing and enhancing existing infrastructure and rejects calls to build expensive, duplicative infrastructure to solve the issue of crossing Interstate 280. Citizens for Responsible Trails calls on elected officials to utilize and enhance existing infrastructure on either side of Interstate 280 leading up to these existing solutions for crossing Interstate 280.

[16] "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

[17] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

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Leverage Adjacent Opportunities

There are numerous adjacent opportunities that could be leveraged to achieve cost savings and to increase the public benefits of the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible. These initiatives include:

Sunnyvale Mary Avenue Street Space Allocation

This project evaluates ways to better accommodate cars, bicycles, pedestrians and public transit along Mary Avenue between Fremont and Maude avenues. These improvements to this route segment make it more desirable as an option for the Stevens Creek Trail.

Cupertino Bicycle Transportation Plan

The City of Cupertino has a city-wide bicycle transportation plan that was adopted in 2011.[18] The plan calls for a variety of bicycle infrastructure improvements that the Stevens Creek Trail could leverage including Bike Route #4: *Bike Lanes on Mary Ave from Homestead Rd to Stevens Creek Blvd. Existing Bicycle Friendly Features: Bicycle / Pedestrian Bridge over I-280 to connect Mary Avenue in Cupertino with Mary Avenue in Sunnyvale. Continue from Mary Avenue Bike Lane, a Bike Route on the peripheral roadway through De Anza College campus to McClellan*.

Union Pacific Railroad Trail Plan

The proposed Union Pacific Railroad Trail follows the Union Pacific train tracks from Cupertino's Stevens Creek Boulevard south to Los Gatos' Winchester Boulevard. The level trail will stretch nine miles and connect neighborhoods, parks, two community colleges, and several business centers. It also connects the Los Gatos Creek Trail at one end to the Stevens Creek Trail at the other.

Los Altos Bicycle Transportation Plan

The City of Los Altos also has a city-wide bicycle transportation plan that was adopted in 2012.[19] The update to the Los Altos Bicycle Transportation Plan presents strategies to improve bicycling conditions and increase bicycling rates in Los Altos. Los Altos, in its Bicycle Transportation Plan, selected a preferred Stevens Creek Trail alignment that extended through the creek corridor and parallel to Fremont Avenue and Grant Road. The route jogs west on Fremont Avenue and then extends south and southeast on Grant Road for approximately two miles to connect to Foothill Expressway at Homestead Road/Vineyard Drive.[20]

Santa Clara County's Expressway Plan 2040

This initiative is being managed by the County of Santa Clara Roads and Airports Department and it includes improvements to all of the county's expressways including Foothill Expressway[21]. The plan calls for bicycle improvements that enhance the safety of bicyclists at all signalized intersections and cross-streets on the expressway. Capital investments made to improve traffic flows and bicycle safety in the study area could be leveraged to advance the objectives of the Stevens Creek Trail project.

Extensive Use of Foothill Corridor for Bicycling

It is common knowledge that the Foothill Boulevard/Expressway corridor is used extensively by bicyclists. It is readily apparent that a large group of bicyclists in the area already enjoys utilizing the Foothill corridor for

[18] City of Cupertino Bicycle Transportation Plan, Cupertino Bicycle Pedestrian Commission, Adopted May 3, 2011

[19] City of Los Altos Bicycle Transportation Plan, Adopted April 10, 2012

[20] Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

[21] Expressway Plan 2040, County of Santa Clara Roads and Airports Department, expressways.info

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commuting and recreation. This group of cyclists would be obvious users of the Stevens Creek Trail and they would make excellent ambassadors for newer cyclists. It also stands to reason that the presence of more bicyclists in aggregate would make this corridor safer for incremental users of this corridor.

Maximize Positive Externalities

In addition to the intrinsic benefit of the Stevens Creek Trail for people using the Stevens Creek Trail for its own sake, Citizens for Responsible Trails believes that the trail could create significant positive externalities for many different constituencies. The group encourages elected officials to look beyond isolated use of the trail to identify positive externalities that could result from a trail route that factors in the following:

Students commuting to local schools and colleges

The Mary Avenue corridor would benefit students commuting to Homestead High School and De Anza College. The Fremont and Grant Road corridors would benefit students commuting to Montclaire Elementary. The Homestead corridor would benefit students commuting to West Valley Elementary, Cupertino Middle School and Homestead High School and De Anza College.

Workers commuting to their jobs

The Foothill and Mary Avenue corridors both lead to major employment centers in various Silicon Valley locations. If the Stevens Creek Trail utilized those corridors, commuters using the trail on the weekends might be more apt to use the trail for commuting during the week.

Shoppers bicycling to local businesses

Citizens for Responsible Trails believes that elected officials have a role in encouraging citizens to frequent local businesses on foot or by bicycle to reduce traffic congestion, combat climate change and promote healthy lifestyles. The Mary Avenue corridor passes several pockets of local businesses. These include the businesses at Mary and Fremont in Sunnyvale. Further along Mary Avenue in Cupertino there are businesses and a weekly Farmer's Market at the Oaks Shopping Center. Finally, there is another grouping of businesses on Stevens Creek Boulevard in Cupertino across from the main U.S. Post Office. On the Homestead, Grant and Foothill corridors, bicyclists would pass the Foothill Crossings shopping center. Lastly, two bicyclist-oriented businesses are located in this area (Undiscovered Country and Chain Reaction) providing further support to bicyclists using the trail.

Visitors bicycling to regional parks

Utilizing the Fremont, Grant, Homestead and Foothill corridors for the trail would improve bicycle access to Rancho San Antonio Park and Open Space Preserve, a heavily-used facility that is accessed mostly by car currently. The Stevens Creek Boulevard corridor would also improve access to Blackberry Farm Park and McClellan Ranch Preserve.

About Citizens for Responsible Trails

Citizens for Responsible Trails is a neighborhood advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens. Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values: Fiscal Responsibility, Utilize Existing Infrastructure and Minimize Impact on Neighborhoods. More information available at: http://4citiesresponsibletrails.blogspot.com/

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Supplement to Comment # 101
Name: Patrick Grant

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

There are several serious omissions and errors in the **Draft Stevens Creek Feasibility Study Report** that need to be corrected concerning the I-280 crossing options. Also, misinformation concerning the trail effort is widely circulating through neighborhood blogs. Following are corrections and comments on the omissions, errors, and misinformation, organized into four sections plus an appendix.

Section 1. Covers use of Stevens Creek Blvd east toward Mary as a trail route vs Foothill as presented in Appendix B. Page 10 totally contradicts recommendations of the standard industry Federal Highway Administration Bicycle Compatibility Index and safety recommendations. Furthermore, Foothill has options that enable it to become a Class 1 trail, whereas routes on Stevens Creek Blvd towards and crossing Hwy 85 do not. The latter is so bad that designating it suitable for youth and other less experienced cyclists as a trail route clearly falls under California section 835 precedent liability, especially when so many other safer more appropriate routes exist.

Section 2. Covers a totally new concept not previously explored to enable a class 1 trail along Foothill crossing under I-280 from Homestead to Starling Drive. This route overcomes issues with previous designs discussed in the I-280 exit crossing study by incorporating a loop to gain elevation and a crossing bridge very similar to the existing Stevens Creek Trail at the Hwy 237/Hwy 85 interchange. Illustrations and simulated bridge view are included.

Section 3. Covers use of the upper dry tunnel of Steven Creek under I-280 which was dismissed early in the study primarily due to Caltrans lack of support at that time. Fortunately, through other projects I have had for years a working relationship with Caltrans and recently discovered they have had considerable changes in policy and personnel. Caltrans now considers such a route worth reexamining. Also, a new public land route accessing both ends of this tunnel has been uncovered and is illustrated.

Section 4 covers concerns fueled by misinformation expressed on neighborhood blogs against the possibility of a trail on any section, and even the study itself.

4.1 Covers trail usage and percent of residents that actually would use a trail of access to open space park area.

4.2 Covers effect of trail has on land values and crime and video of possible trail route

4.3 Documents freeway widening construction costs to put costs in plan in perspective.

Appendices

I have previously written a series of emails on each of these separate topics, hoping each topic would more clearly stand alone. However, I am writing this one large document because of feedback requesting that all the topics be combined in one PDF with supporting documentation. This task is daunting and I wish there was another way to add the previously published reports that are several hundred pages in length. They will be in the appendices or online as appropriate.

Patrick Grant, Sunnyvale, Ca

Section 1

Appendix B page 10 entries conflict with the only nationally accepted metric for choosing appropriate bike routes in the Draft Stevens Creek Feasibility Study Report. The report has serious errors in evaluations of Stevens Creek Blvd in commercial zones that must be corrected. In choosing and evaluating bike routes, Federal Highway Administration created the *Bicycle Compatibility Index. (BCI).* http://safety.fhwa.dot.gov/tools/docs/bci.pdf

As the only widely used nationally accepted transportation metric (BCI) gives existing Stevens Creek Blvd failing level E/F grades (4.5 to 5.3) and Foothill a marginal poor C grade (2.5). BCI sets lower limits for adult novice cyclists as level C. The report sections quoted below are totally backwards from BCI metrics and will mislead decision makers to choose the most dangerous route possible.

The reasons are Stevens Creek Blvd has double traffic, street parking in commercial area, higher peak truck traffic, and much higher curb activity. Scores were derived from **Draft Stevens Creek Feasibility Study Report** and online Google earth dimensions, and city of Cupertino documents according to procedures in http://safety.fhwa.dot.gov/tools/docs/bci.pdf.

Note for "Arterial Streets Route – Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd" states:

> "Must navigate high volume and speed traffic on Foothill Expressway entering and exiting I-280 and traverse hill to the west on Stevens Creek Blvd. to trail. Expressway has incomplete pedestrian facilities. Roadways are truck routes." Report CORRECTLY states: "INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities."

For "Arterial Streets Route – Mary to Stevens Creek Blvd."

> "Must pass DeAnza College, navigate traffic entering and exiting SR85 and traverse hill to the east on Stevens Creek Blvd. to reach trail connection. Route is a long distance for the Stevens Creek Trail. Stevens Creek Blvd. is a truck route." REPORT INCORRECTLY States "FEASIBLE: Traffic Study for Intersection Improvements."

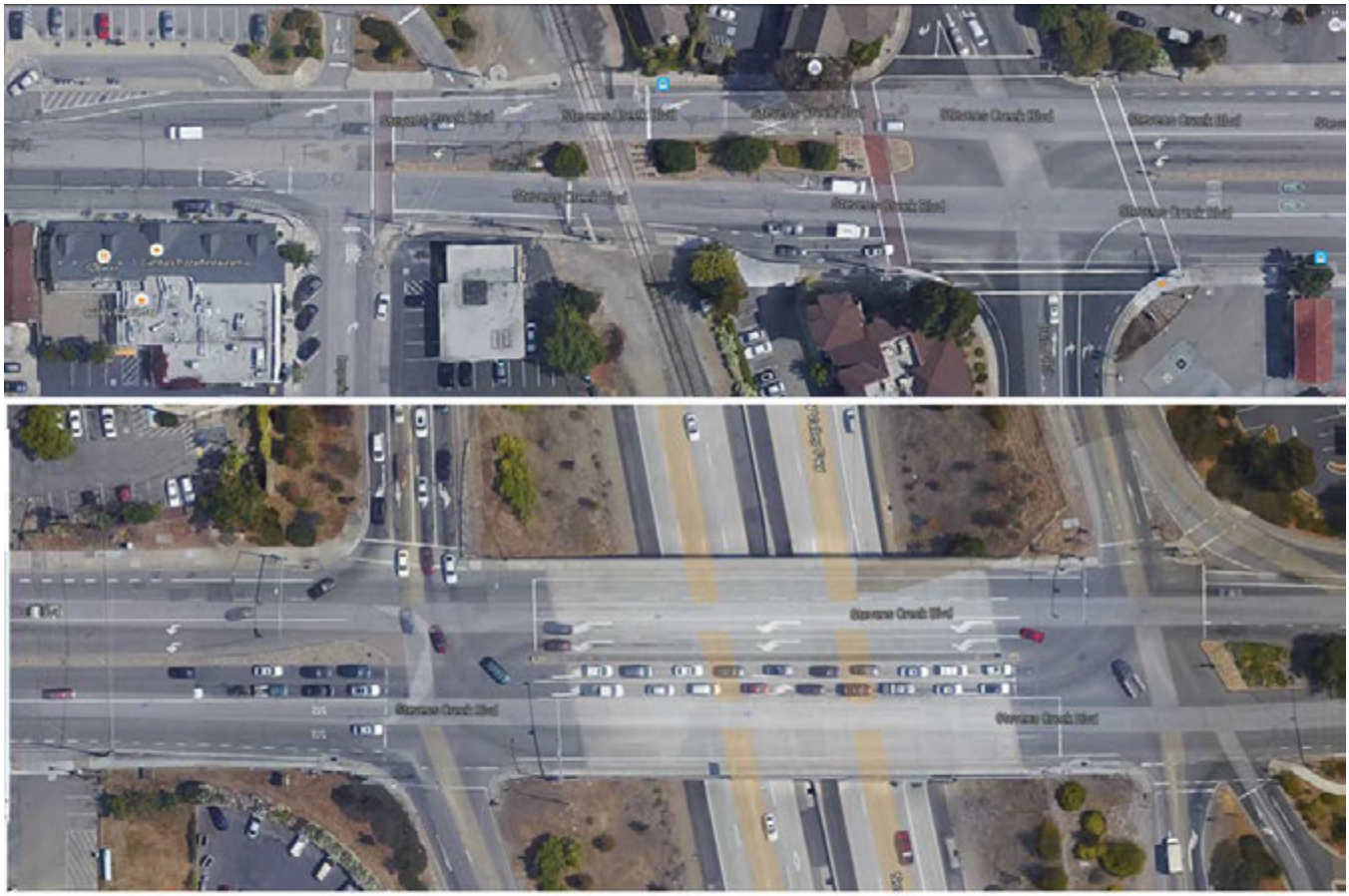
Appendix line by line BCI scoring for Stevens Creek Blvd and Foothill.
Stevens Creek Blvd. totals 5. Rating is F. Note these are old traffic numbers; current and future numbers with heavier traffic will be worse. Numbers near the Post Office using Cupertino city traffic study numbers (see page 15 of study for traffic numbers near the Post Office) measured 85% percentile speed in Appendix 1. See sections of BCI manual in Appendix 2 to understand terms and equation and suitability score and instructions on calculating.
Foothill total BCI is 2.5 rating is C- but note this section can be made into trails that connect to local streets, making it an excellent BCI score A. Trails are immune to motor vehicle traffic increase degrading level of service. Below is BCI components:

	Stevens.	Foothill
BL.	-0.966.	-0.966
BLW	-0.738.	-0.738
CLW.	-1.992.	-1.992
CLV/OLV.	+1.74	+1.056
SPD.	+1.594.	+1.558

PKG.	+0.506.	Zero
AREA.	Zero.	-0.264
fT.	+0.4.	+0.2
fR.	+0.1.	Zero
fP.	+0.5	Zero

I call your attention to appendix B page 10. Using accepted standards called out in the report or used as objective engineering criteria of route suitability (FHWA, LAB), the table on I-280 to Stevens Creek Blvd has correctly identified use of Foothill Expressway unimproved (but with existing bike lanes) as "INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities." Meanwhile, Mary to Stevens Creek Blvd., a larger busier faster street with many more conflicts and distractions, much higher traffic, and a Hwy 85 interchange, giving it a several times worse engineering score using Bicycle Compatibility Index (BCI), was stated as "FEASIBLE".

The Mary to Stevens Creek route to Blackberry Park should be likewise noted as "Highly undesirable. Does not provide a ped/bike experience appropriate for all trail user abilities."



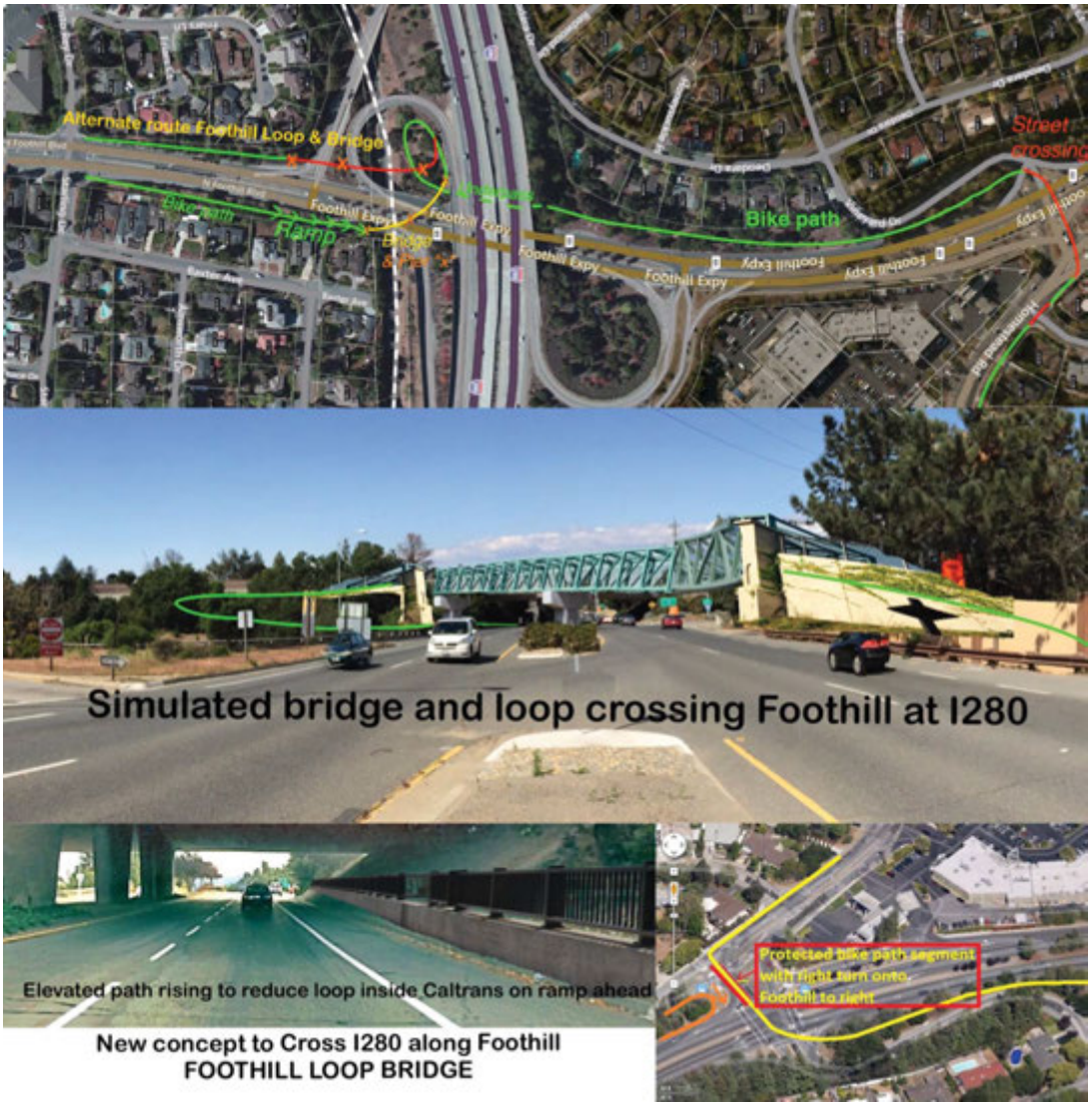
Stevens Creek Blvd Near Highway 85 has a very bad Federal Highway Adminstration Bicycle Compatibility Score (unacceptible F score) due to complexities of adjacent commercial businesses in a high traffic density enviroment

The cities cannot allow encouraging youth and other riders ill equipped to follow such an unacceptable route as Stevens Creek Blvd. with other workable alternates clearly available. Doing so may open cities to future litigation and liability under the ruling of Bonano v. Contra Costa County, section 835.4: "the reasonableness of a public entity's creation or maintenance of a dangerous condition of its property must be balanced against the costs and benefits of alternative means of providing the public service, not against the alternative of discontinuing the public service."

Section 2

New concept previously not explored to enable a class 1 trail along Foothill, crossing under 280 from Homestead to Starling Drive.

Foothill Loop and Bridge is an entirely new concept not considered before for Stevens Creek Trail. It crosses I-280 entirely by pathway with no freeway off ramp crossings by using existing right-of-ways discussed in the feasibility study, with a loop up to allow a diagonal bridge landing on an existing very wide pathway SE of the interchange. It takes advantage of the median to keep spans under 100', and possibly under 89', allowing bridge segments to be brought to site by rail line. The bridge is best if curved like Dale-Heatherstone to allow flexibility in footing placement and bridge engineering needs. The curve shown below is less than a similar box truss bridge in Longview, Fl. or at Dale-Heatherstone. An alternate version uses only the west side of Foothill with straight but longer crossings, and its piers are further from the rail tracks, which may be desirable. As pictures are worth a thousand words, see the following illustrations to help Stevens Creek Trail routing.



Section 3

Reconsider I-280 under crossing using existing Stevens Creek upper dry tunnel.

The Feasibility Study dismissed using the dry tunnel under I280 as a public route because Caltrans opposed it in the past. Caltrans has had a considerable change in policy and now thinks it appropriate to examine such a crossing. Additionally, concepts and accuracy of information on how to implement such a route have matured from 2 years ago. A public land route does exist, taking the trail no closer to I-280 than what separates motor vehicles on existing Caltrans routing from Water District land.

If these buildable routes were approved, adjacent property owners on both sides of I-280 might sell their unusable land segments to improve the trail quality and their neighborhood access. All issues can be mitigated. Tidal surge/storm flooding is less common than on Adobe Creek under Hwy 101, similar to Stevens Creek Trail under Hwy 101, and only briefly adjacent to live water like Blackberry Farm.

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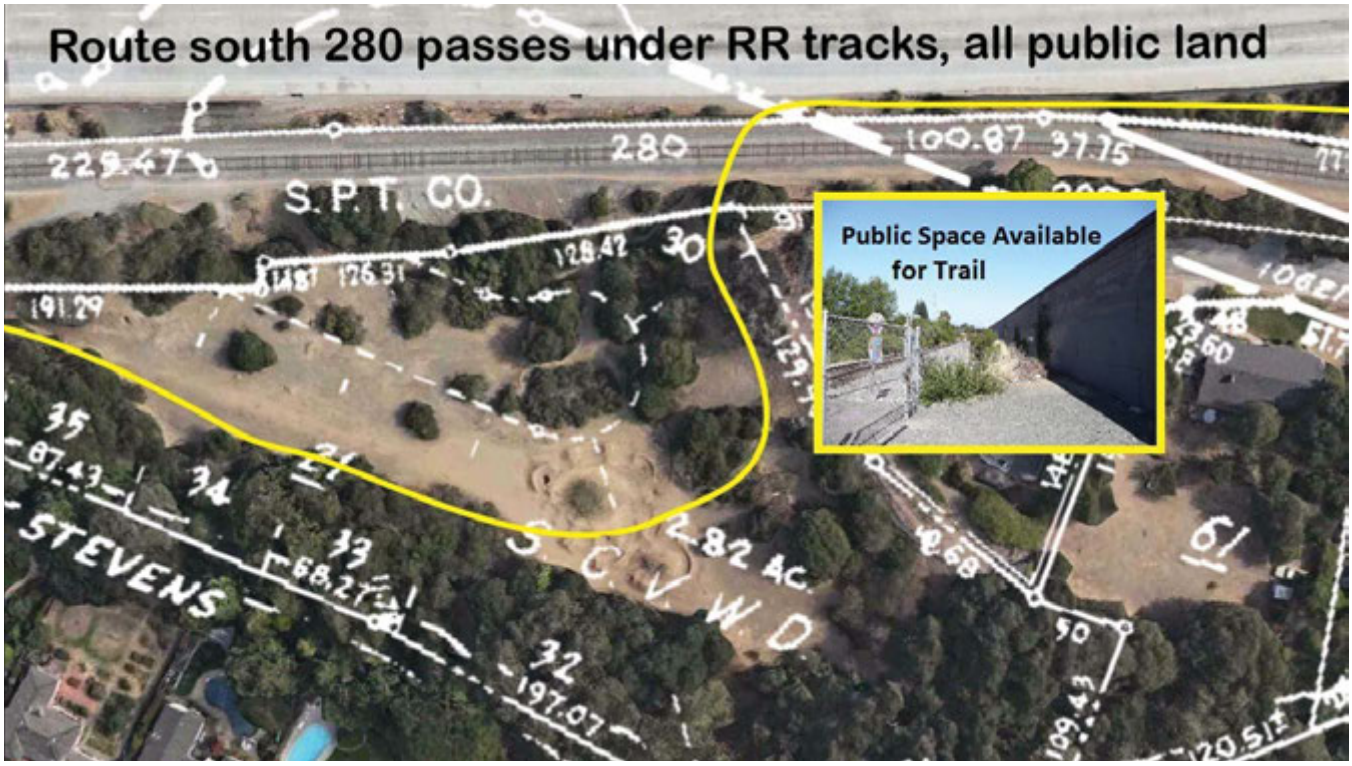


South Side of 280

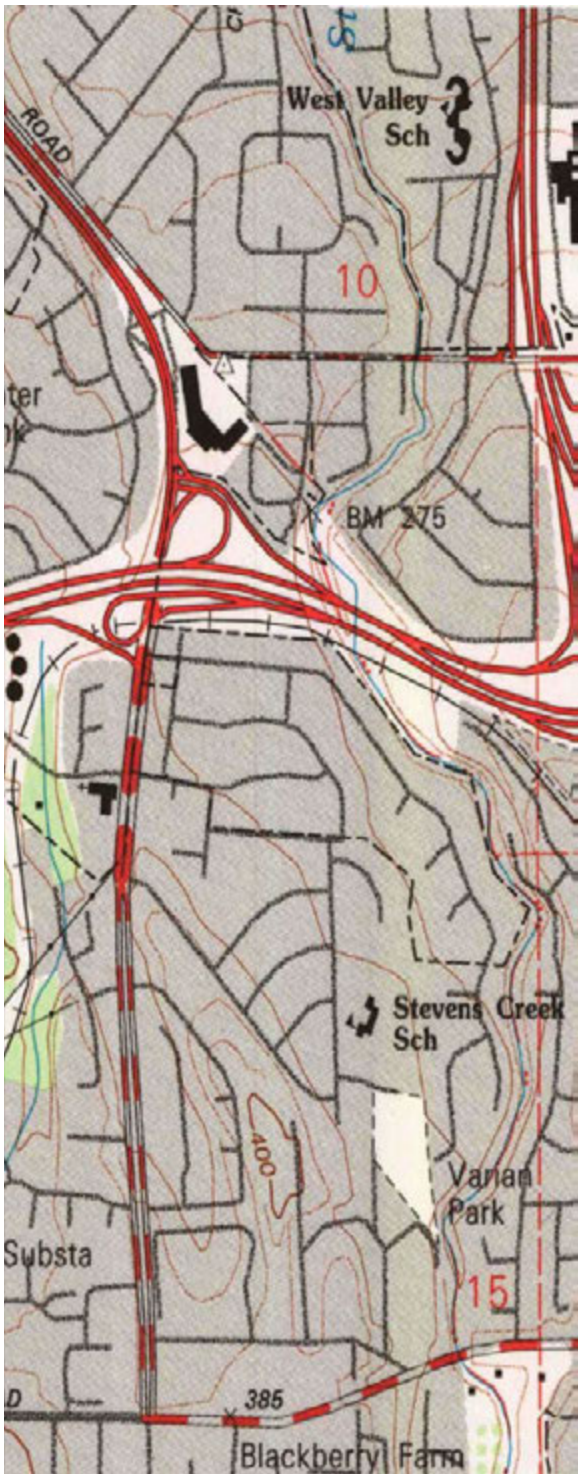
North Side of 280

The following pictures overlay county assessor maps on Google maps or Microsoft Birdseye view photos. Thanks to them for providing this under their support of the trail and fair use.

Points to remember:

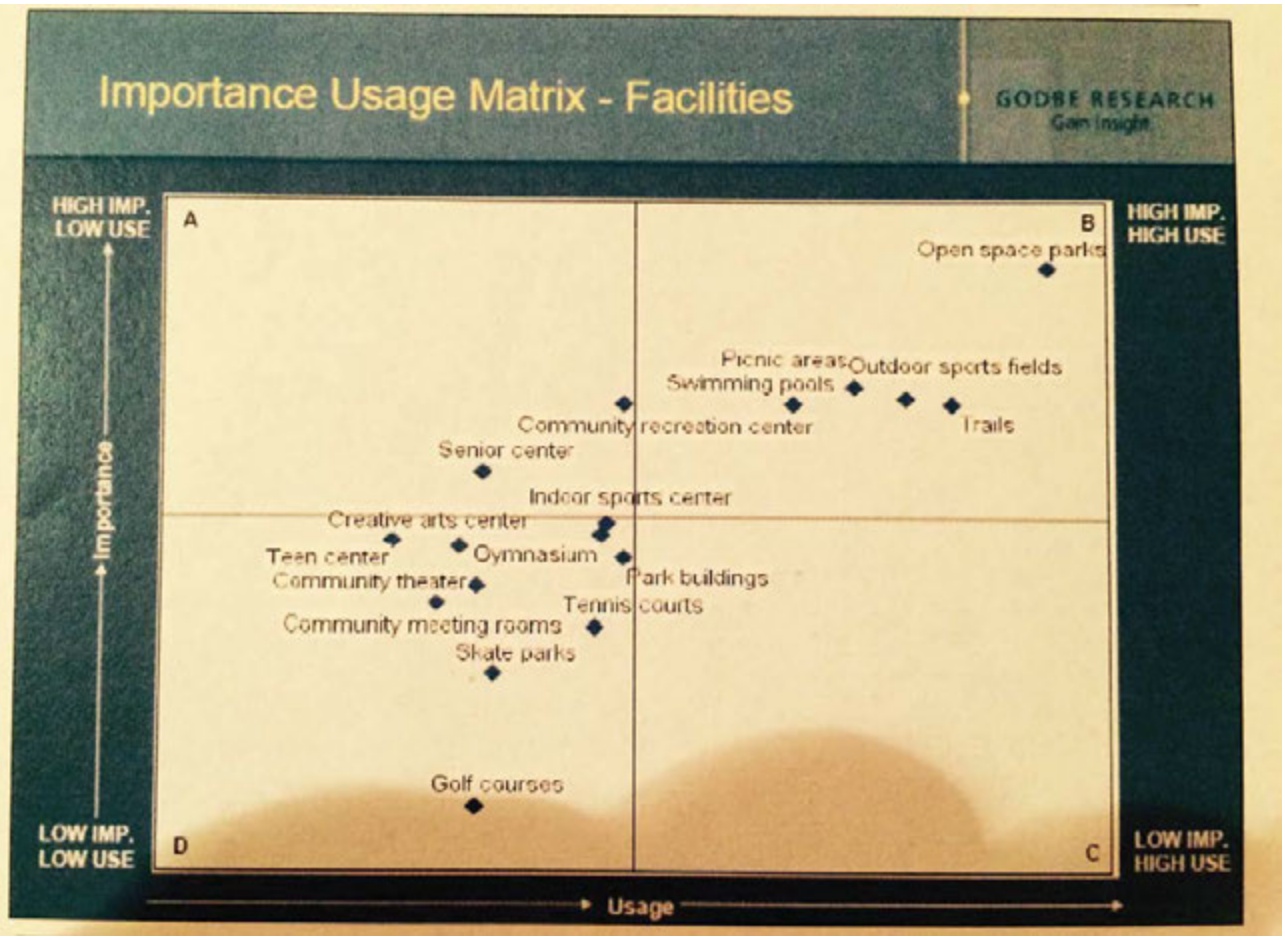
1. Under crossing flooding will be rarer for I-280 than of Hwy 101 at SCT and Adobe Creek Trail.
2. Noise travels up, not down; under-crossings do not hear traffic above - it's peaceful.
3. On the north side there are no real banks, just a 6 to 7' wall immediately exiting the tunnel, which would become a ramp up. With plenty of land, only very simple work is needed there, costing $10k at most. The rest is flat. That is the only rise up to street level, an easy grade. A bridge has to rise at least 20' above the I-280 level, with more of a rise on the north side.

4. On the south side there is plenty of space to ramp up easily among landscape.
5. Bridges are well over a magnitude higher in cost, stick out more, have privacy sight line invasion issues, and make it easier for opponents to point out the high cost. Money is an issue - we should be sensitive to being too visible and costly.



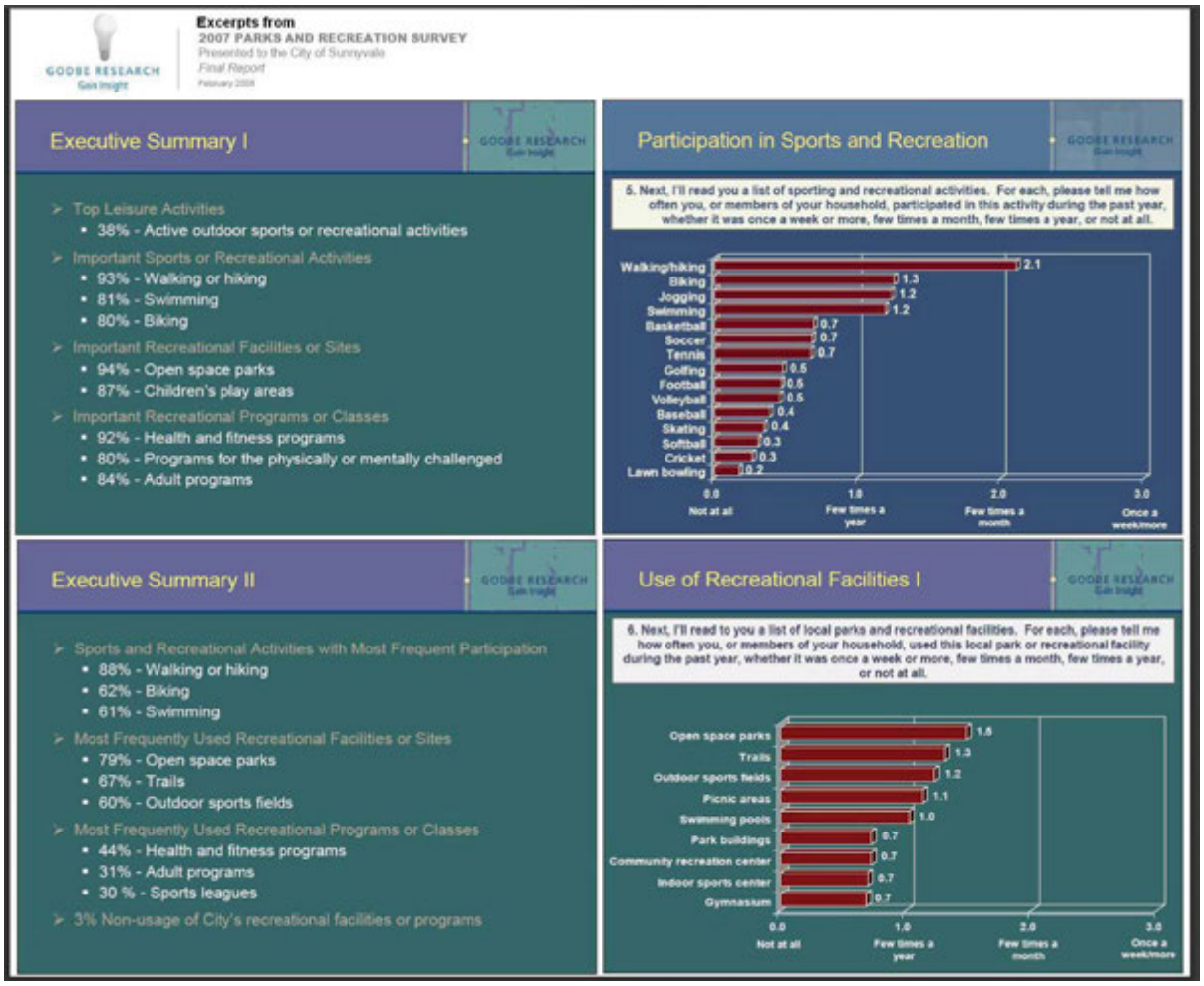
Section 4.1. Trail usage

In 2007 Sunnyvale conducted a large survey to determine what park facilities get used, how often, and what citizens desired. Open space & trails were by far the most important, most often used resource, as these report slides show. See appendix 3.



Watch this video on Vimeo: https://vimeo.com/126640975 - in these videos 30 years pass in in 1 minute and 7.5 minutes, showing user rates of 240 to 2000 per hour near the Hwy 85 undercrossing. More recent trail counts further south at Sleeper had 805 pedestrians and cyclists from 6AM to 10AM, matching the lower rate. This translates to around 2,000 to 4,000 daily users of this region of the trail using low end numbers. Most users travel shorter lengths of trail, which means these numbers are underreporting users for entire trail. Accounting for weather, this translates to half a million to a million visits a year, perhaps several times higher.

Further evidence, due to recent infrastructure improvement for cycling and traffic congestion, shows that in Mountain View 5.5% are bicycle commuters, according to US Census.
http://en.wikipedia.org/wiki/List_of_U.S._cities_with_most_bicycle_commuters



Section 4.2

Concerning the effect on house values, trails improve house values. See in appendix "**Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life" or** http://www.americantrails.org/resources/adjacent/sumadjacent.html. And watch this video on Vimeo: https://vimeo.com/124381425

Section 4.3

Comparing costs of trails vs freeway widening: http://marininfo.org/101_widening.htm
Cost per mile in this report was reported 21 to 37 million $ per mile.
101 widening in South Bay = $1.2 Billion Http://www.mercurynews.com/bay-area-news/ci_25859018/1-2-billion-and-20-years-later-highway
Trail costs are insignificant in comparison

WILTEC

Phone: (925) 706-

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHWAY 85 NORTHBOUND RAMPS
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

VEHICLES

15 MIN COUNTS	4:00 PM TO 6:00 PM															
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	143	173	0	15	28	34	34	0	33	0	314	104	878
445-500	0	0	0	125	129	0	21	31	21	44	0	52	0	354	128	905
500-515	0	0	0	135	152	0	8	29	19	40	0	34	0	333	137	887
515-530	0	0	0	150	161	0	9	48	11	55	0	55	0	363	160	1012
530-545	0	0	0	164	196	0	7	21	23	50	2	37	0	361	144	1005
545-600	0	0	0	137	161	0	2	17	8	53	2	56	0	369	172	977
600-615	0	0	0	152	176	0	3	11	6	46	0	31	0	335	142	902
615-630	0	0	0	154	174	0	6	4	1	43	2	48	0	384	119	935
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	553	615	0	53	136	85	173	0	174	0	1364	529	3682
445-545	0	0	0	574	638	0	45	129	74	189	2	178	0	1411	569	3809
500-600	0	0	0	586	670	0	26	115	61	198	4	182	0	1426	613	3881
515-615	0	0	0	603	694	0	21	97	48	204	4	179	0	1428	618	3896
530-630	0	0	0	607	707	0	18	53	38	192	6	172	0	1449	577	3819

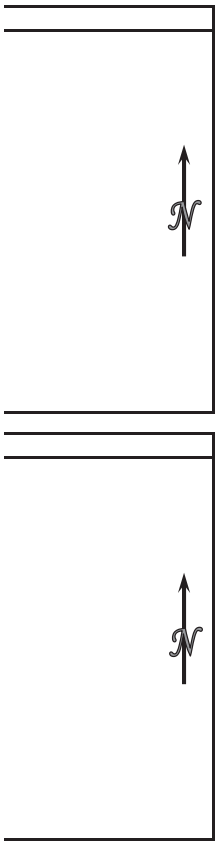
SEE GRAPHIC BELOW

BICYCLES

15 MIN COUNTS	4:00 PM TO 6:00 PM															
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
515-530	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
530-545	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	5
545-600	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
615-630	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	8
445-545	0	0	0	0	5	0	1	0	0	0	0	0	0	3	0	9
500-600	0	0	0	0	8	0	1	0	0	0	0	0	0	5	0	14
515-615	0	0	0	0	7	0	1	0	0	0	0	0	0	5	0	13
530-630	0	0	0	0	9	0	1	0	0	0	0	0	0	6	0	16

SEE GRAPHIC BELOW

9911 Fax: (925) 706-9914



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STEVENS CREEK BOULEVARD
E/W HIGHWAY 85 SOUTHBOUND RAMPS
CITY: CUPERTINO

VEHICLES

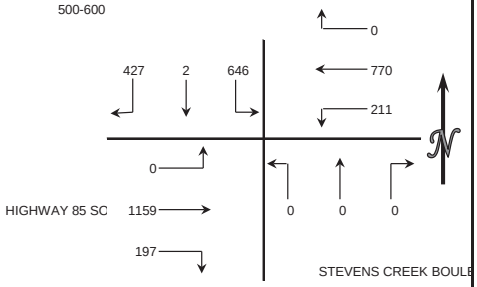
15 MIN COUNTS — **4:00 PM TO 6:00 PM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	103	1	131	0	139	38	0	0	0	39	293	0	744
415-430	104	1	118	0	157	50	0	0	0	37	250	0	717
430-445	99	0	153	0	185	54	0	0	0	57	275	0	823
445-500	116	0	145	0	148	31	0	0	0	41	259	0	740
500-515	101	0	154	0	163	43	0	0	0	48	297	0	806
515-530	99	2	139	0	184	50	0	0	0	47	269	0	790
530-545	100	0	183	0	208	59	0	0	0	56	298	0	904
545-600	127	0	170	0	215	59	0	0	0	46	295	0	912

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	422	2	547	0	629	173	0	0	0	174	1077	0	3024
415-515	420	1	570	0	653	178	0	0	0	183	1081	0	3086
430-530	415	2	591	0	680	178	0	0	0	193	1100	0	3159
445-545	416	2	621	0	703	183	0	0	0	192	1123	0	3240
500-600	427	2	646	0	770	211	0	0	0	197	1159	0	3412

PEAK HOUR
500-600



BICYCLES

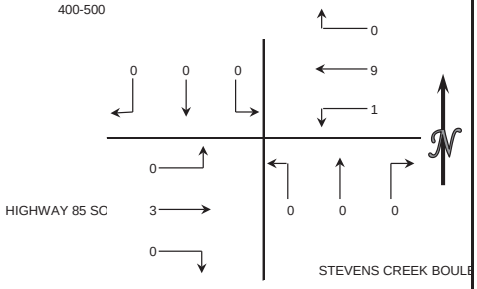
15 MIN COUNTS — **4:00 PM TO 6:00 PM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	3	0	0	0	0	0	3	0	6
415-430	0	0	0	0	5	0	0	0	0	0	0	0	5
430-445	0	0	0	0	1	0	0	0	0	0	0	0	1
445-500	0	0	0	0	0	1	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	2	0	2
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	1	0	1
545-600	0	0	0	0	0	0	0	0	0	0	2	0	2

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	9	1	0	0	0	0	3	0	13
415-515	0	0	0	0	6	1	0	0	0	0	2	0	9
430-530	0	0	0	0	1	1	0	0	0	0	2	0	4
445-545	0	0	0	0	0	1	0	0	0	0	3	0	4
500-600	0	0	0	0	0	0	0	0	0	0	5	0	5

PEAK HOUR
400-500



CITY OF CUPERTINO

City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Printed on Recycled Paper

City of Cupertino
Engineering and Traffic Survey

Street: FOOTHILL
Limits: STARLING TO STEVENS CREEK
NB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK
Posted Speed Limit	40
# Speed Data Collected	107
85th Percentile	45
10 mph Pace	37-46
Percent in Pace	88

B. Traffic Factors

Average Daily Traffic (ADT)	8,186
Length of Segment (mi.)	0.67
Street Classification	Major Collector

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	13
Accident Rate (Acc/MVM)	2.2
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.
Roadway Geometrics	4-lane divided roadway
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 40 mph	**Recommended Speed Limit: 40 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to faciliate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 25

Spot Speed Study

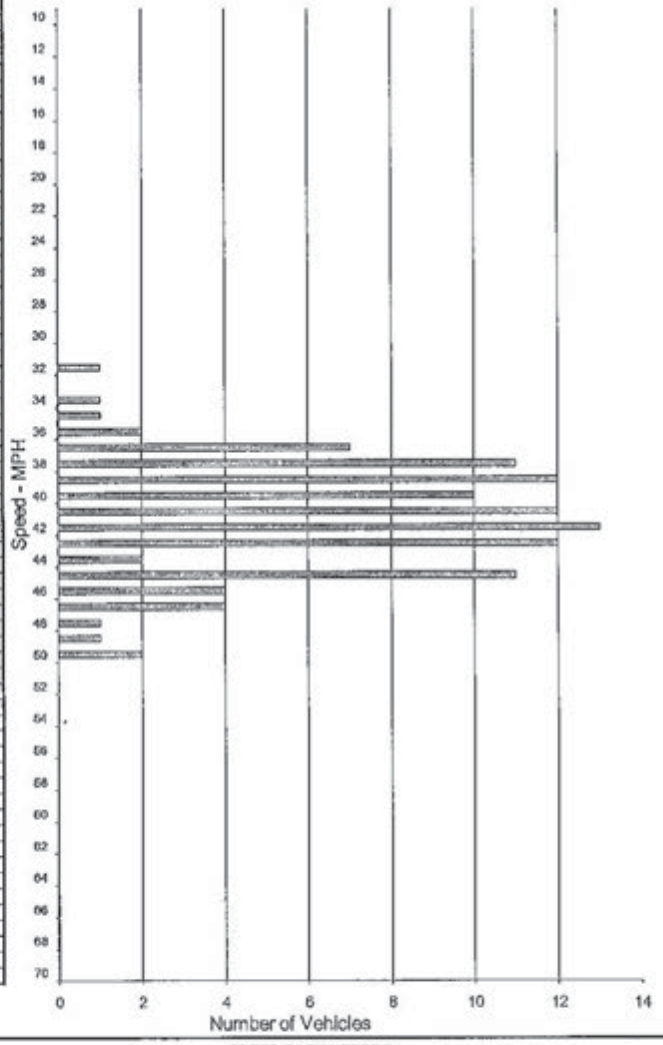
Prepared by: National Data & Surveying Services

City of Cupertino

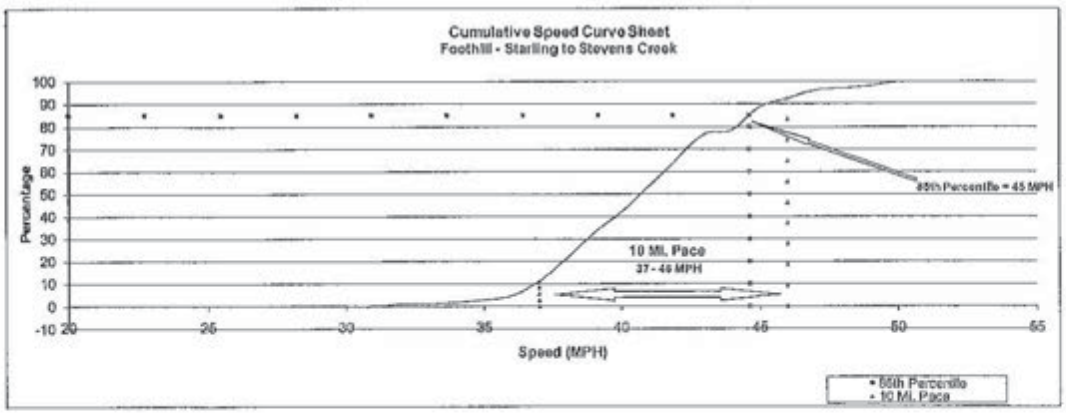
Survey Time: 9:30AM-10:00AM
DATE: 4/15/2009 Location: Foothill - Starling to Stevens Creek, NB (#25)
DAY: Wednesday Posted Speed: 40 MPH Project #: 09-7162

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	1
33	0
34	1
35	1
36	2
37	7
38	11
39	12
40	10
41	12
42	13
43	12
44	2
45	11
46	4
47	4
48	1
49	1
50	2
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	11 - 59	41 mph	45 mph	37 - 46	94	88%	4% / 5	8% / 9



CITY OF
CUPERTINO

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FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Westbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for westbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 41 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 5.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Printed on Recycled Paper

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK
Limits: STELLING TO BUBB
WB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	119
85th Percentile	41
10 mph Pace	32-41
Percent in Pace	87

B. Traffic Factors

Average Daily Traffic (ADT)	17,320
Length of Segment (mi.)	0.58
Street Classification	Arterial

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	57
Accident Rate (Acc/MVM)	5.2
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 71

Spot Speed Study

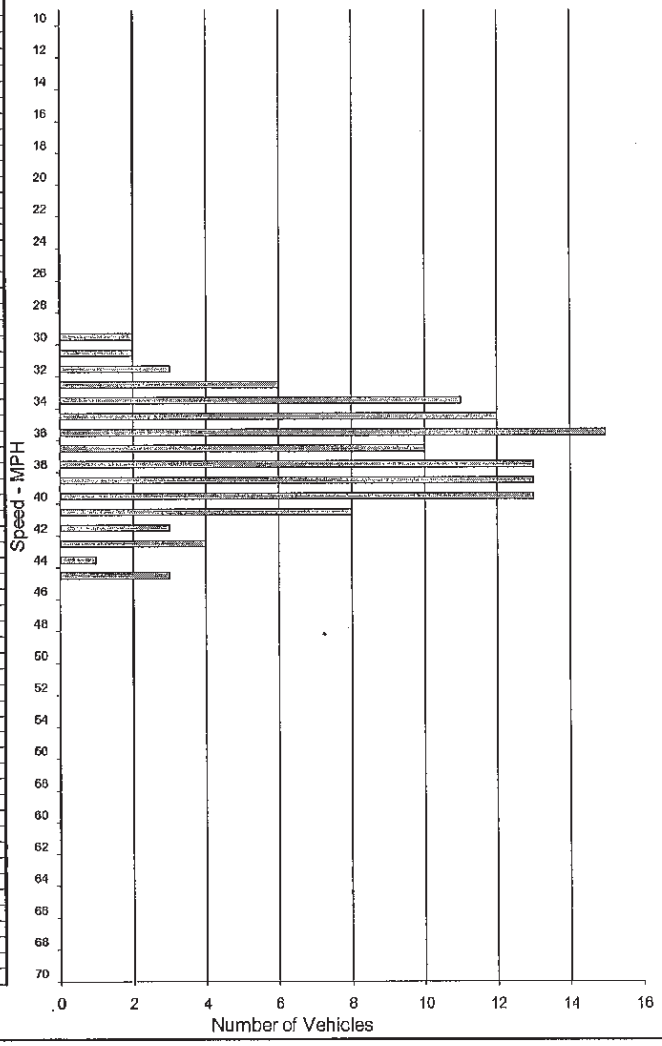
Prepared by: National Data & Surveying Services

City of Cupertino

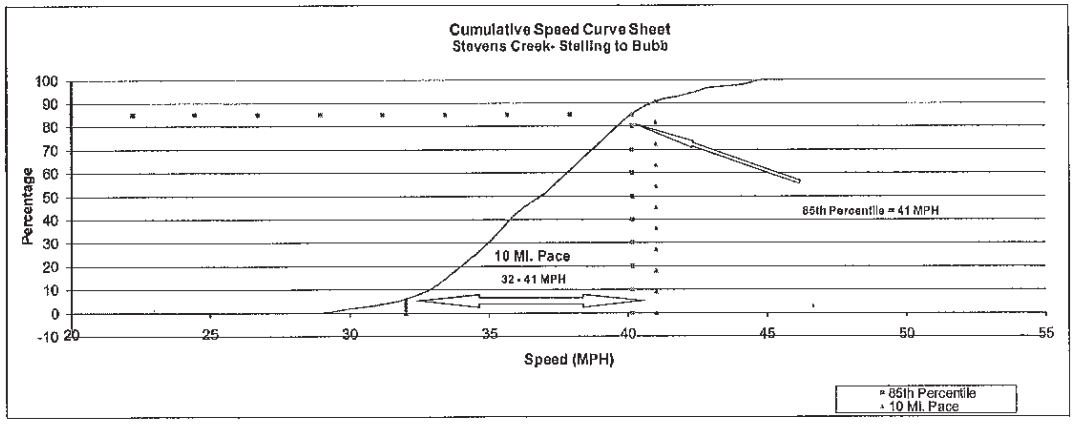
Survey Time: 14:15-14:45
DATE: 4/15/2009 Location: Stevens Creek- Stelling to Bubb, WB (#71)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	2
31	2
32	3
33	6
34	11
35	12
36	15
37	10
38	13
39	13
40	13
41	8
42	3
43	4
44	1
45	3
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	119	30-46	37 mph	41 mph	32 - 41	104	87%	3% / 4	10% / 11



CITY OF CUPERTINO

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FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

Printed on Recycled Paper

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK
Limits: STELLING TO BUBB
EB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	114
85th Percentile	39
10 mph Pace	31-40
Percent in Pace	88

B. Traffic Factors

Average Daily Traffic (ADT)	17,660
Length of Segment (mi.)	0.58
Street Classification	Arterial

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	69
Accident Rate (Acc/MVM)	6.1
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to faciliate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 1/9/09

Segment # 72

Spot Speed Study

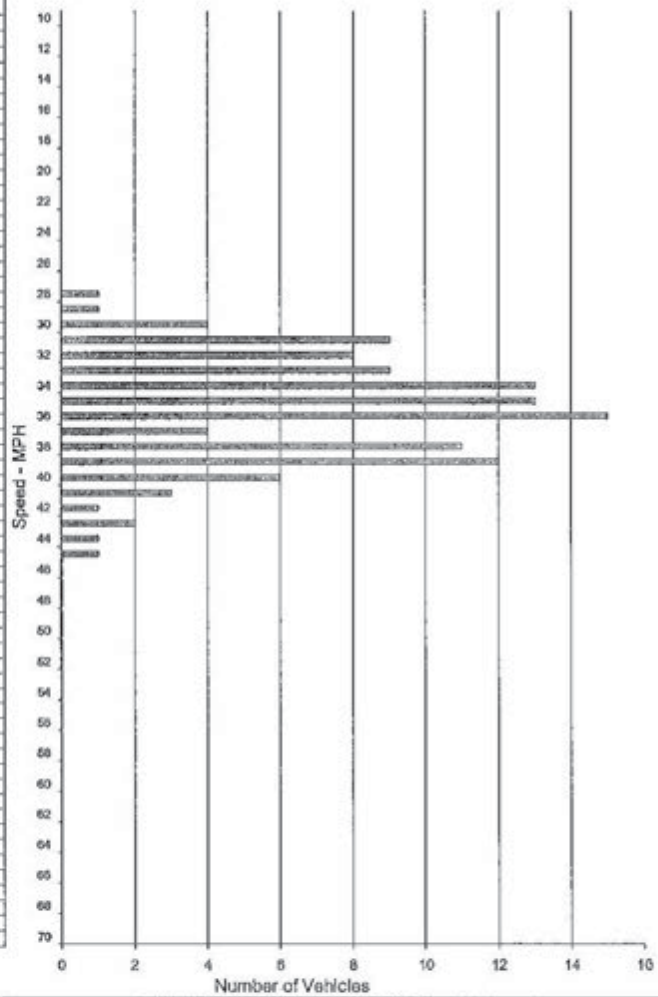
Prepared by: National Data & Surveying Services

City of Cupertino

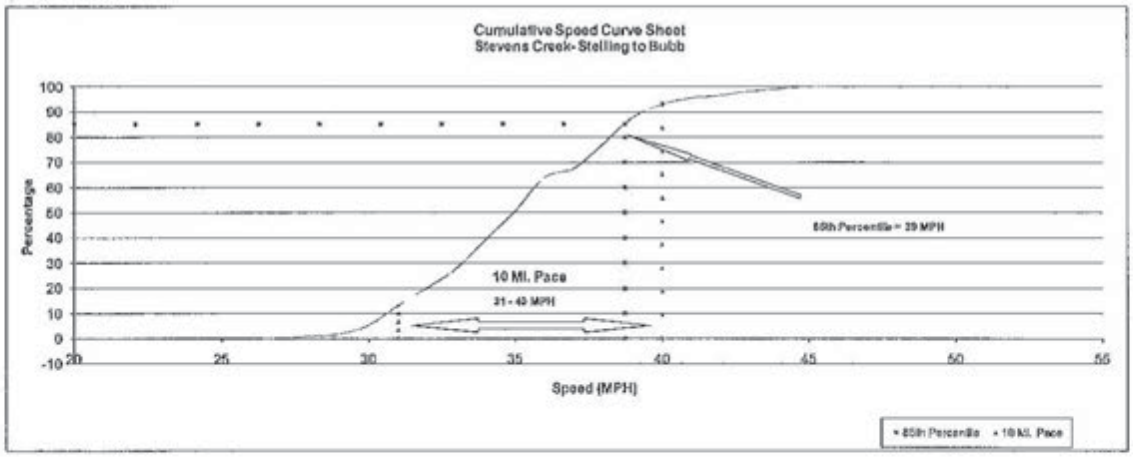
Survey Time: 15:00-15:30
DATE: 4/15/2009 Location: Stevens Creek- Stelling to Bubb, EB (#72)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	1
29	1
30	4
31	9
32	8
33	9
34	13
35	13
36	15
37	4
38	11
39	12
40	6
41	3
42	1
43	2
44	1
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	114	28-45	36 mph	39 mph	31 - 40	100	88%	5% / 6	8% / 8



Traffic Data Services
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
Grand Total	2	3	2	0	7	0	5	2	0	7	4	0	2	0	6	1	11	0	0	12	32
Apprch %	28.6	42.9	28.6	0		0	71.4	28.6	0		66.7	0	33.3	0		8.3	91.7	0	0		
Total %	6.2	9.4	6.2	0	21.9	0	15.6	6.2	0	21.9	12.5	0	6.2	0	18.8	3.1	34.4	0	0	37.5	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	**3**	0	0	3	4
08:30 AM	0	0	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	**2**	0	0	0	**2**	**1**	3	0	0	**4**	**9**
Total Volume	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
% App. Total	0	100	0	0		0	66.7	33.3	0		75	0	25	0		11.1	88.9	0	0		
PHF	.000	.500	.000	.000	.500	.000	.500	.250	.000	.375	.375	.000	.250	.000	.500	.250	.667	.000	.000	.563	.583

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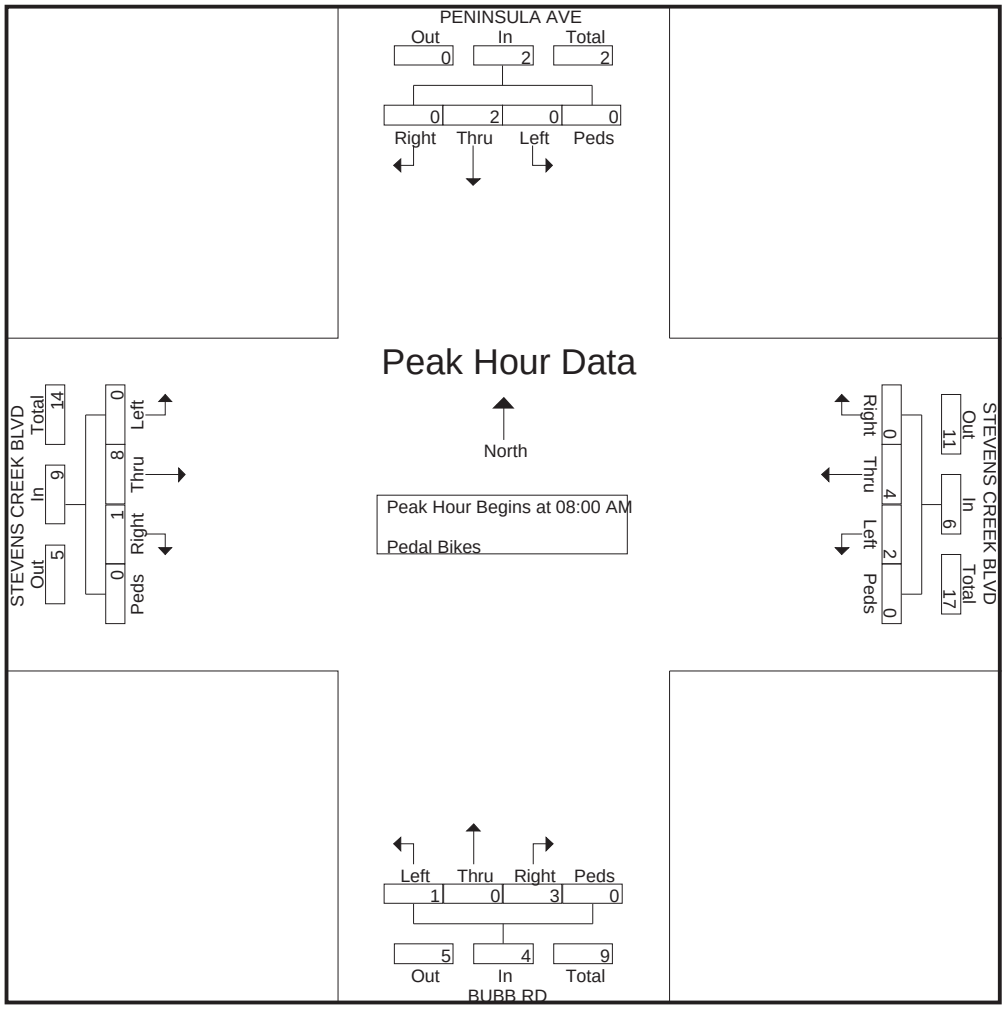

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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	10	1	23	0	34	6	148	48	0	202	132	4	48	0	184	9	169	4	0	182	602
07:45 AM	8	5	22	1	36	10	157	105	0	272	96	1	24	0	121	28	116	1	0	145	574
Total	18	6	45	1	70	16	305	153	0	474	228	5	72	0	305	37	285	5	0	327	1176
08:00 AM	8	15	21	1	45	5	185	113	0	303	105	5	46	0	156	53	120	2	0	175	679
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
Total	54	27	100	3	184	38	846	468	1	1353	506	13	168	1	688	101	594	12	3	710	2935
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
09:15 AM	4	1	24	5	34	19	172	80	2	273	115	1	24	2	142	18	169	1	0	188	637
Grand Total	84	39	187	13	323	84	1529	796	7	2416	1000	20	313	7	1340	189	1224	23	3	1439	5518
Apprch %	26	12.1	57.9	4		3.5	63.3	32.9	0.3		74.6	1.5	23.4	0.5		13.1	85.1	1.6	0.2		
Total %	1.5	0.7	3.4	0.2	5.9	1.5	27.7	14.4	0.1	43.8	18.1	0.4	5.7	0.1	24.3	3.4	22.2	0.4	0.1	26.1	
Vehicles	84	39	185	13	321	84	1528	794	7	2413	999	20	313	7	1339	189	1220	23	3	1435	5508
% Vehicles	100	100	98.9	100	99.4	100	99.9	99.7	100	99.9	99.9	100	100	100	99.9	100	99.7	100	100	99.7	99.8
Motor Bikes	0	0	2	0	2	0	1	2	0	3	1	0	0	0	1	0	4	0	0	4	10
% Motor Bikes	0	0	1.1	0	0.6	0	0.1	0.3	0	0.1	0.1	0	0	0	0.1	0	0.3	0	0	0.3	0.2

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	**5**	41	0	186	23	147	4	**2**	176	735
08:30 AM	**24**	**5**	**32**	0	**61**	5	**236**	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	**20**	225	**139**	1	**385**	144	3	37	0	184	12	173	2	0	187	**792**
09:00 AM	8	5	18	**4**	35	11	206	95	**4**	316	**151**	1	**49**	**4**	**205**	**33**	**176**	**5**	0	**214**	770
Total Volume	54	17	97	6	174	44	867	450	5	1366	552	9	171	5	737	81	650	15	3	749	3026
% App. Total	31	9.8	55.7	3.4		3.2	63.5	32.9	0.4		74.9	1.2	23.2	0.7		10.8	86.8	2	0.4		
PHF	.563	.850	.758	.375	.713	.550	.918	.809	.313	.887	.914	.450	.872	.313	.899	.614	.923	.750	.375	.875	.955

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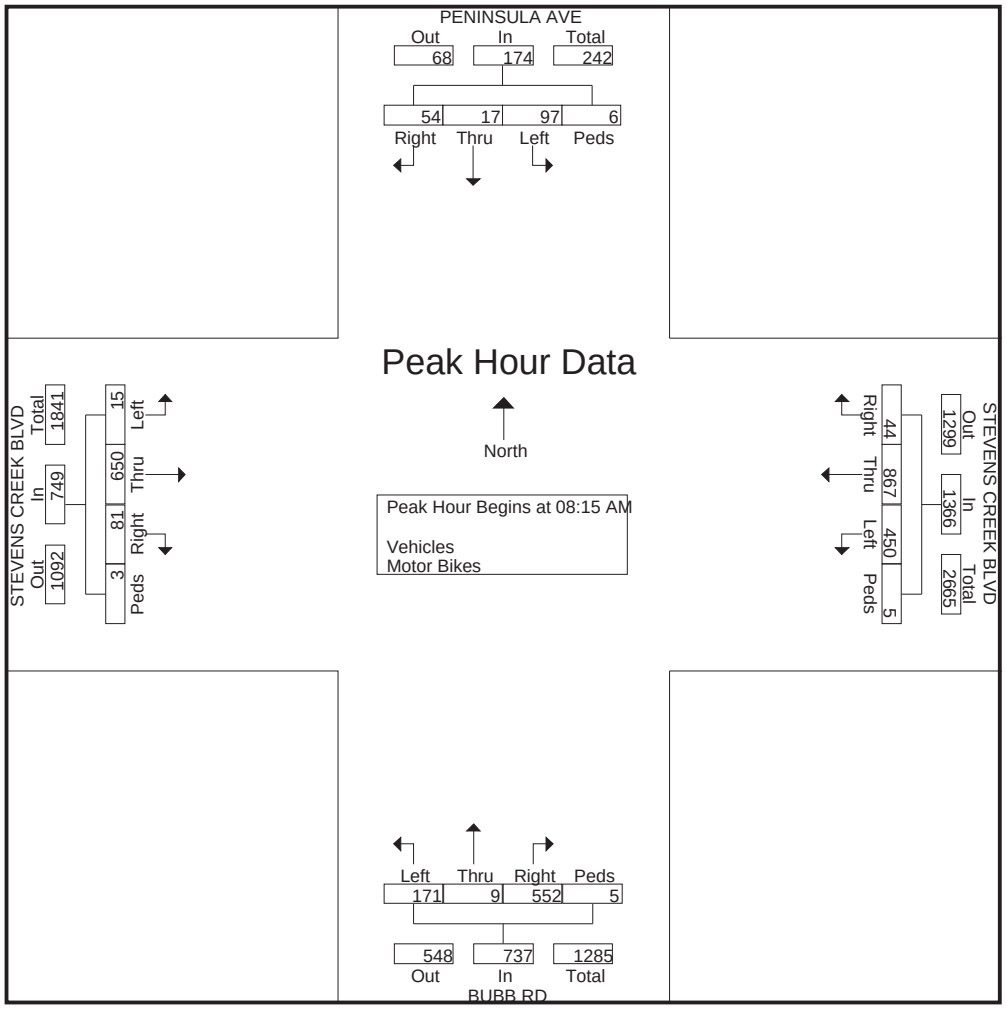

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Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	4	0	0	5	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	1	10	0	0	11	19
Apprch %	0	0	100	0		0	83.3	16.7	0		100	0	0	0		9.1	90.9	0	0		
Total %	0	0	5.3	0	5.3	0	26.3	5.3	0	31.6	5.3	0	0	0	5.3	5.3	52.6	0	0	57.9	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	**1**	0	**1**	0	**2**	0	0	**2**	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**1**	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**4**	0	0	**4**	**5**
Total Volume	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	12
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.000	.000	.250	.000	.250	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.250	.313	.000	.000	.375	.600

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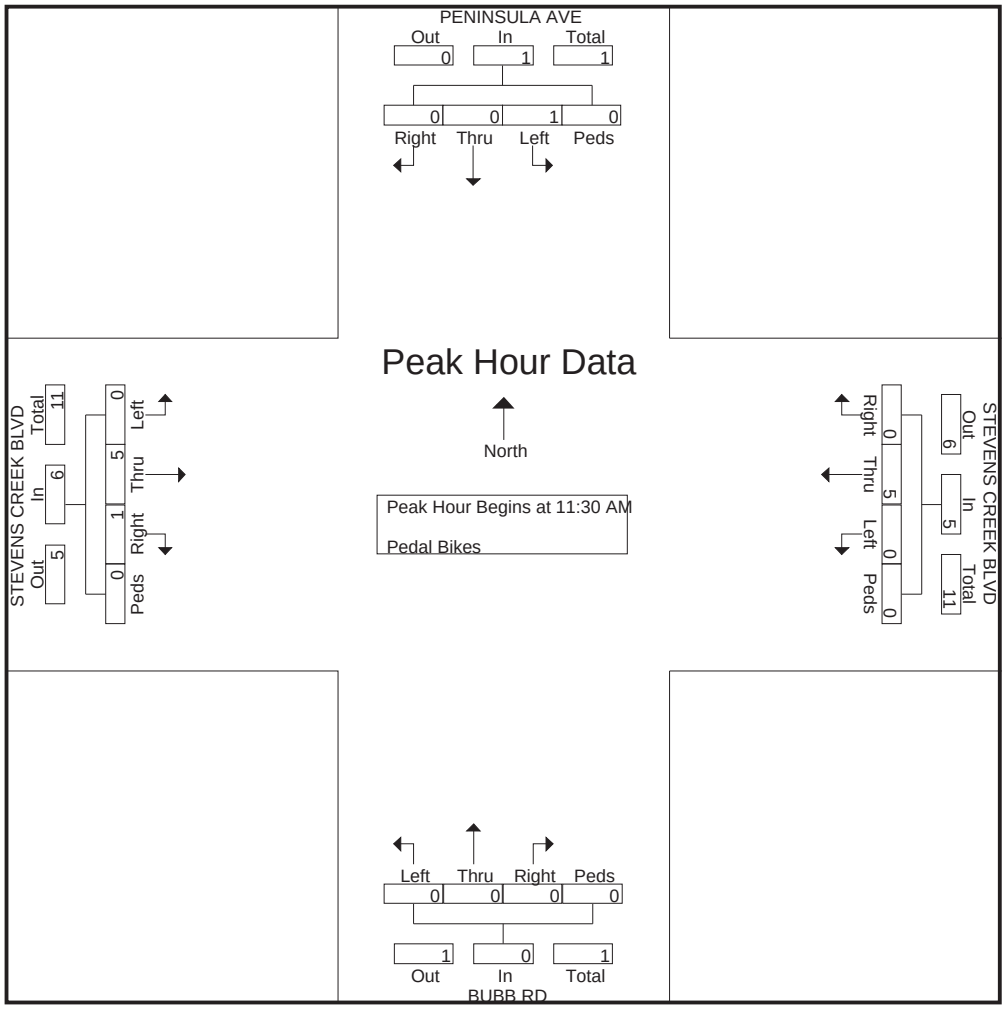

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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	5	1	9	5	20	6	133	45	0	184	97	1	18	3	119	12	153	2	0	167	490
11:45 AM	3	5	14	0	22	11	120	67	0	198	100	3	20	1	124	14	141	1	0	156	500
Total	8	6	23	5	42	17	253	112	0	382	197	4	38	4	243	26	294	3	0	323	990
12:00 PM	4	0	10	1	15	17	143	53	2	215	116	1	13	0	130	17	143	6	2	168	528
12:15 PM	6	1	16	4	27	17	152	63	1	233	93	2	14	1	110	14	121	3	1	139	509
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
Total	18	7	56	5	86	62	611	294	4	971	380	8	67	12	467	77	543	18	4	642	2166
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Grand Total	45	16	110	19	190	104	1204	626	6	1940	755	17	151	21	944	151	1169	30	10	1360	4434
Apprch %	23.7	8.4	57.9	10		5.4	62.1	32.3	0.3		80	1.8	16	2.2		11.1	86	2.2	0.7		
Total %	1	0.4	2.5	0.4	4.3	2.3	27.2	14.1	0.1	43.8	17	0.4	3.4	0.5	21.3	3.4	26.4	0.7	0.2	30.7	
Vehicles	45	16	110	19	190	104	1203	626	6	1939	752	17	151	21	941	151	1166	30	10	1357	4427
% Vehicles	100	100	100	100	100	100	99.9	100	100	99.9	99.6	100	100	100	99.7	100	99.7	100	100	99.8	99.8
Motor Bikes	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	7
% Motor Bikes	0	0	0	0	0	0	0.1	0	0	0.1	0.4	0	0	0	0.3	0	0.3	0	0	0.2	0.2

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	3	**3**	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	**19**	0	27	**17**	**184**	95	1	297	79	2	20	**6**	107	26	162	5	0	193	624
01:00 PM	8	2	16	4	30	16	156	**113**	**2**	287	85	1	19	0	105	20	160	3	**5**	188	610
01:15 PM	**11**	1	15	**5**	**32**	9	184	107	0	**300**	**93**	**4**	**27**	5	**129**	**28**	**172**	**6**	1	**207**	**668**
Total Volume	27	9	61	9	106	53	656	398	3	1110	349	10	86	16	461	94	611	18	7	730	2407
% App. Total	25.5	8.5	57.5	8.5		4.8	59.1	35.9	0.3		75.7	2.2	18.7	3.5		12.9	83.7	2.5	1		
PHF	.614	.750	.803	.450	.828	.779	.891	.881	.375	.925	.938	.625	.796	.667	.893	.839	.888	.750	.350	.882	.901

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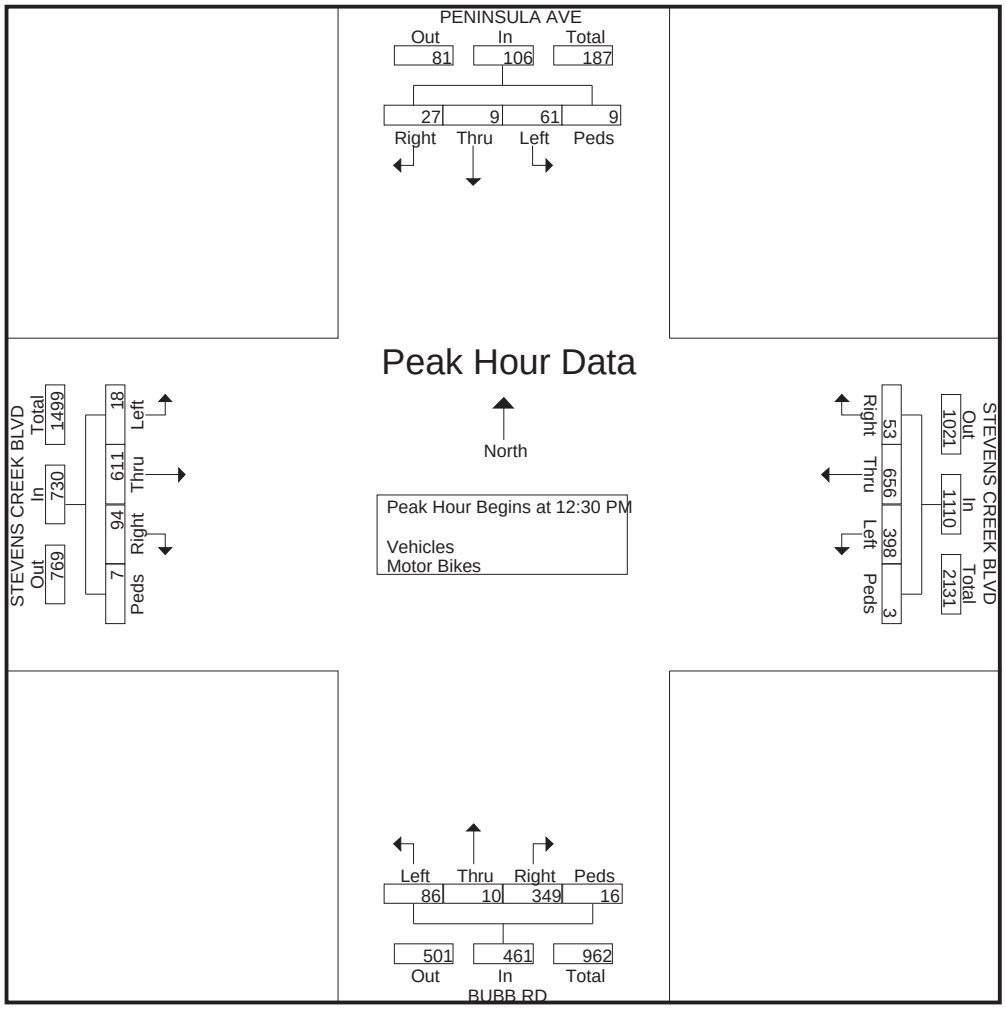

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Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	1	0	0	1	2	0	0	0	2	0	5	0	0	5	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Grand Total	0	0	2	0	2	0	6	0	0	6	3	0	0	0	3	3	7	0	0	10	21
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		30	70	0	0		
Total %	0	0	9.5	0	9.5	0	28.6	0	0	28.6	14.3	0	0	0	14.3	14.3	33.3	0	0	47.6	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	4
06:00 PM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**3**	1	0	0	**4**	**5**
Total Volume	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	13
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		42.9	57.1	0	0		
PHF	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.000	.438	.650

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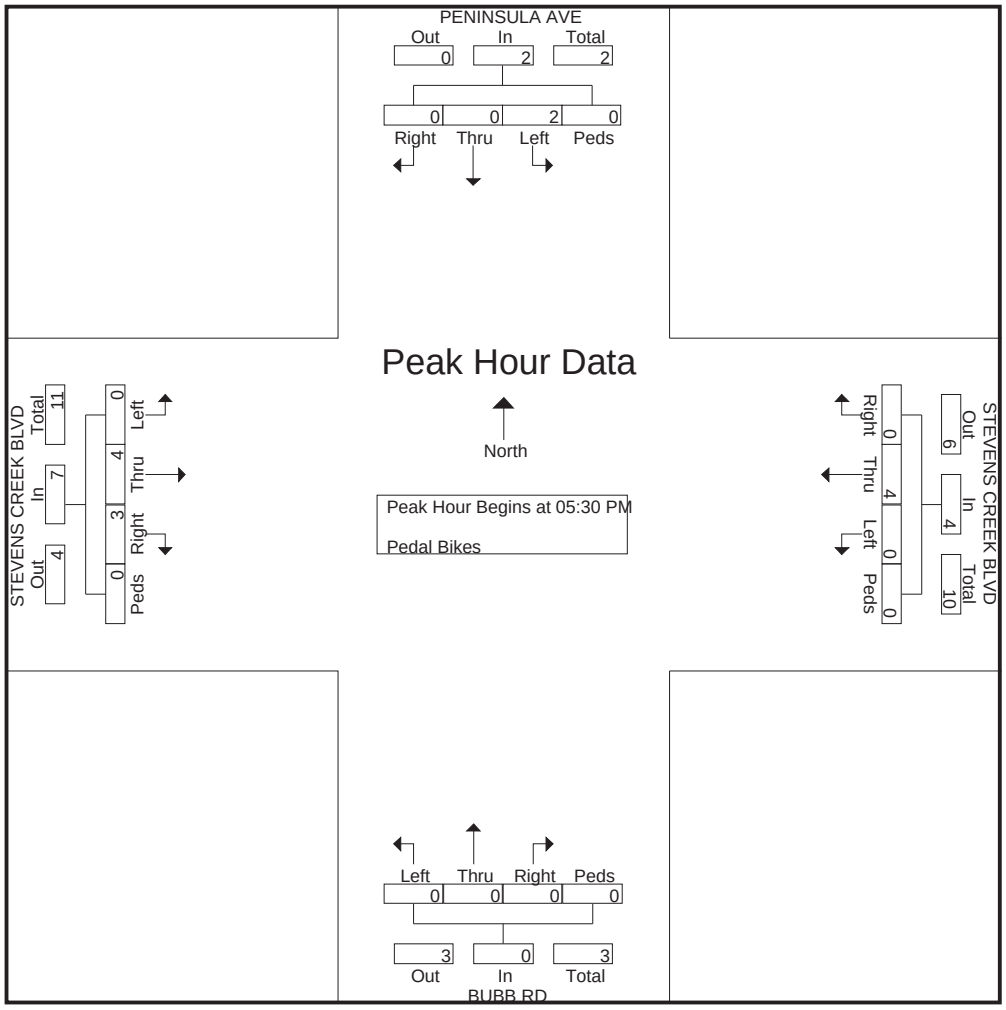

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Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	6	3	16	1	26	17	159	87	2	265	88	4	26	3	121	39	163	8	1	211	623
04:45 PM	1	3	15	5	24	19	164	72	0	255	91	1	18	2	112	35	180	6	1	222	613
Total	7	6	31	6	50	36	323	159	2	520	179	5	44	5	233	74	343	14	2	433	1236
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
06:00 PM	5	8	21	2	36	31	176	77	1	285	91	6	27	3	127	48	196	6	2	252	700
06:15 PM	2	10	17	4	33	33	197	116	1	347	84	10	19	2	115	43	158	2	2	205	700
Grand Total	33	40	145	25	243	174	1348	688	12	2222	789	45	176	29	1039	375	1476	47	11	1909	5413
Apprch %	13.6	16.5	59.7	10.3		7.8	60.7	31	0.5		75.9	4.3	16.9	2.8		19.6	77.3	2.5	0.6		
Total %	0.6	0.7	2.7	0.5	4.5	3.2	24.9	12.7	0.2	41	14.6	0.8	3.3	0.5	19.2	6.9	27.3	0.9	0.2	35.3	
Vehicles	33	39	145	25	242	171	1344	687	12	2214	786	45	176	29	1036	375	1471	47	11	1904	5396
% Vehicles	100	97.5	100	100	99.6	98.3	99.7	99.9	100	99.6	99.6	100	100	100	99.7	100	99.7	100	100	99.7	99.7
Motor Bikes	0	1	0	0	1	3	4	1	0	8	3	0	0	0	3	0	5	0	0	5	17
% Motor Bikes	0	2.5	0	0	0.4	1.7	0.3	0.1	0	0.4	0.4	0	0	0	0.3	0	0.3	0	0	0.3	0.3

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**7**	4	20	3	**34**	11	160	77	2	250	**125**	**8**	**27**	1	**161**	**59**	197	5	0	261	706
05:15 PM	4	2	14	**5**	25	21	162	83	2	268	106	5	20	**11**	142	48	**219**	4	1	**272**	707
05:30 PM	3	4	**23**	2	32	**22**	150	**101**	**3**	**276**	116	8	17	6	147	58	185	**9**	**4**	256	**711**
05:45 PM	5	**6**	19	3	33	20	**180**	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total Volume	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
% App. Total	15.3	12.9	61.3	10.5		6.9	60.9	31.4	0.7		77.1	4.3	15.2	3.4		20.6	76.4	2.5	0.5		
PHF	.679	.667	.826	.650	.912	.841	.906	.832	.667	.969	.870	.750	.796	.432	.876	.890	.889	.694	.313	.937	.976

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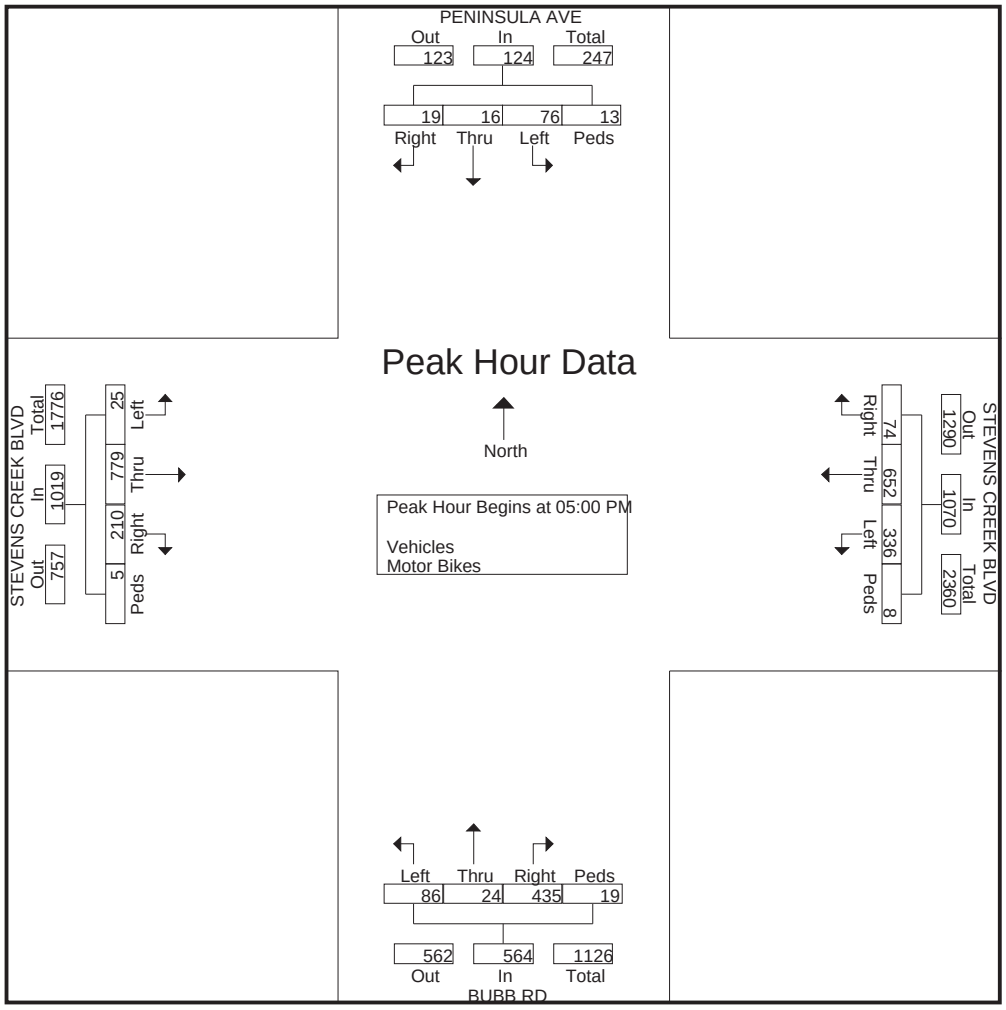

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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	17
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	88.2	0	0	88.2	0	0	0	0	0	0	11.8	0	0	11.8	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	**6**	0	0	**6**	0	0	0	0	0	0	0	0	0	0	**6**
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	13
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.542

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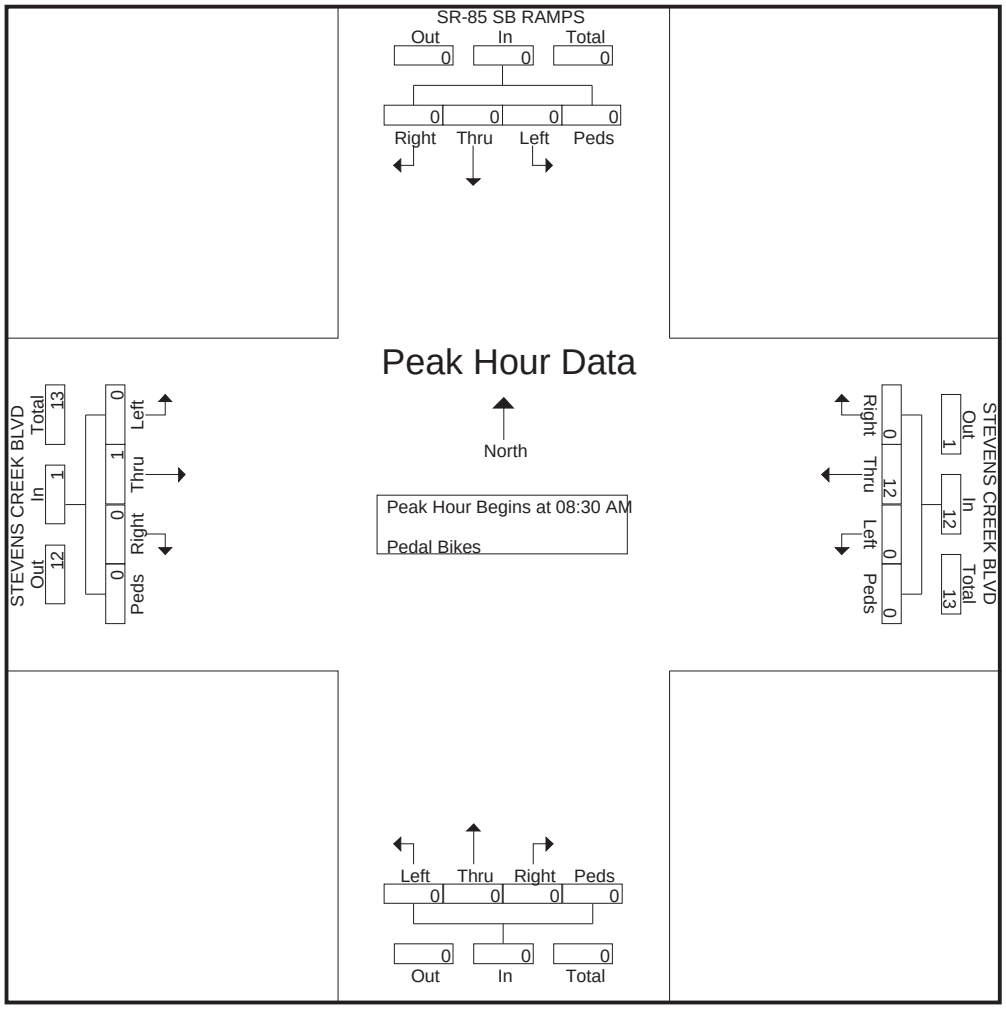

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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	73	0	124	0	197	0	135	14	0	149	0	0	0	0	0	29	295	0	0	324	670
07:45 AM	80	0	130	1	211	0	215	19	0	234	0	0	0	5	5	38	200	1	0	239	689
Total	153	0	254	1	408	0	350	33	0	383	0	0	0	5	5	67	495	1	0	563	1359
08:00 AM	104	0	194	4	302	0	223	26	0	249	0	0	0	4	4	52	219	1	0	272	827
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
Total	393	2	861	10	1266	0	1001	139	0	1140	0	0	0	17	17	175	1057	2	0	1234	3657
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
09:15 AM	97	1	264	4	366	0	174	39	0	213	0	0	0	7	7	26	277	0	0	303	889
Grand Total	741	3	1620	23	2387	0	1774	238	0	2012	0	0	0	35	35	308	2152	3	0	2463	6897
Apprch %	31	0.1	67.9	1		0	88.2	11.8	0		0	0	0	100		12.5	87.4	0.1	0		
Total %	10.7	0	23.5	0.3	34.6	0	25.7	3.5	0	29.2	0	0	0	0.5	0.5	4.5	31.2	0	0	35.7	
Vehicles	739	3	1609	23	2374	0	1771	238	0	2009	0	0	0	35	35	308	2152	0	0	2460	6878
% Vehicles	99.7	100	99.3	100	99.5	0	99.8	100	0	99.9	0	0	0	100	100	100	100	0	0	99.9	99.7
Motor Bikes	2	0	11	0	13	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	19
% Motor Bikes	0.3	0	0.7	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0	0	100	0	0.1	0.3

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	95	0	**286**	4	**385**	0	233	39	0	272	0	0	0	**8**	**8**	**50**	289	0	0	339	**1004**
08:30 AM	96	**1**	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	**98**	1	174	2	275	0	**291**	**41**	0	**332**	0	0	0	3	3	40	300	**1**	0	341	951
09:00 AM	98	0	241	**8**	347	0	249	27	0	276	0	0	0	6	6	40	**323**	0	0	**363**	992
Total Volume	387	2	908	14	1311	0	1027	140	0	1167	0	0	0	19	19	163	1161	1	0	1325	3822
% App. Total	29.5	0.2	69.3	1.1		0	88	12	0		0	0	0	100		12.3	87.6	0.1	0		
PHF	.987	.500	.794	.438	.851	.000	.882	.854	.000	.879	.000	.000	.000	.594	.594	.815	.899	.250	.000	.913	.952

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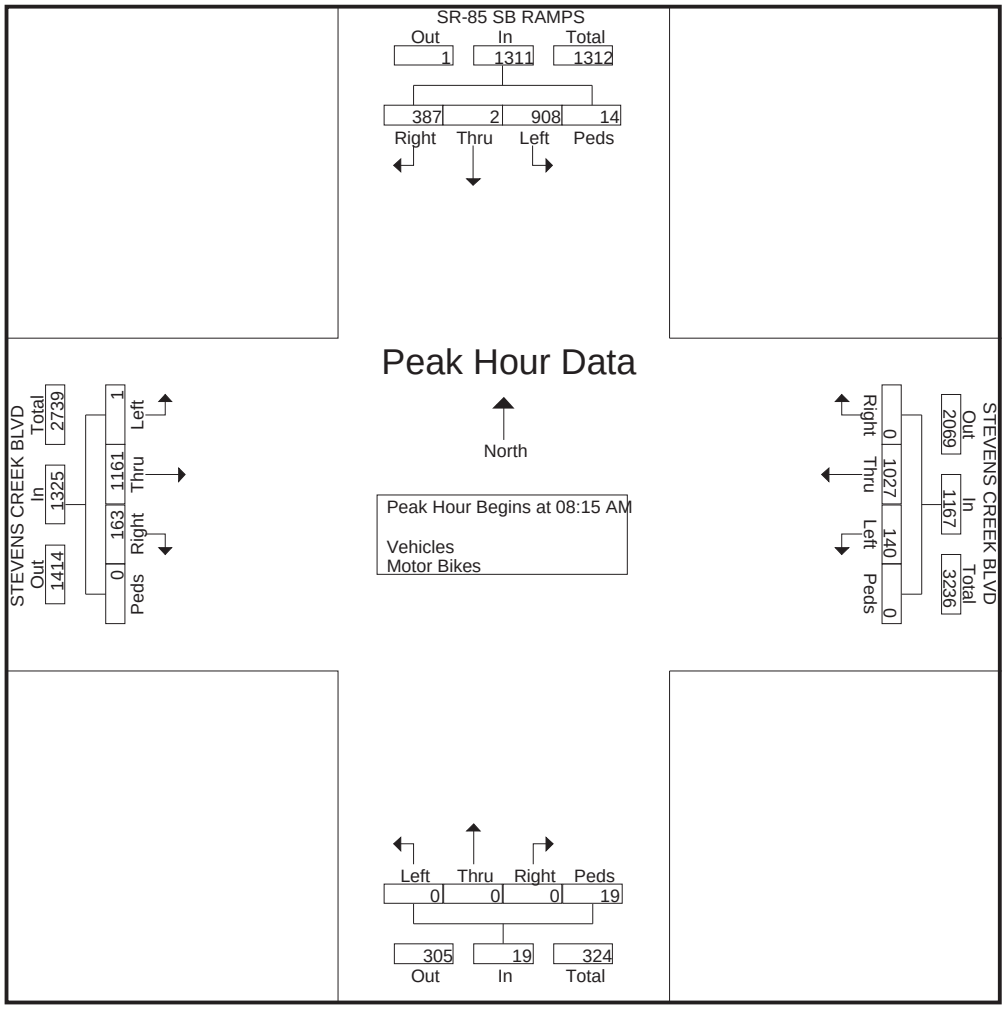

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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	17
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		12.5	87.5	0	0		
Total %	0	0	0	0	0	0	52.9	0	0	52.9	0	0	0	0	0	5.9	41.2	0	0	47.1	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	**3**	0	0	**3**	**4**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**1**	1	0	0	2	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.417	.000	.000	.500	.563

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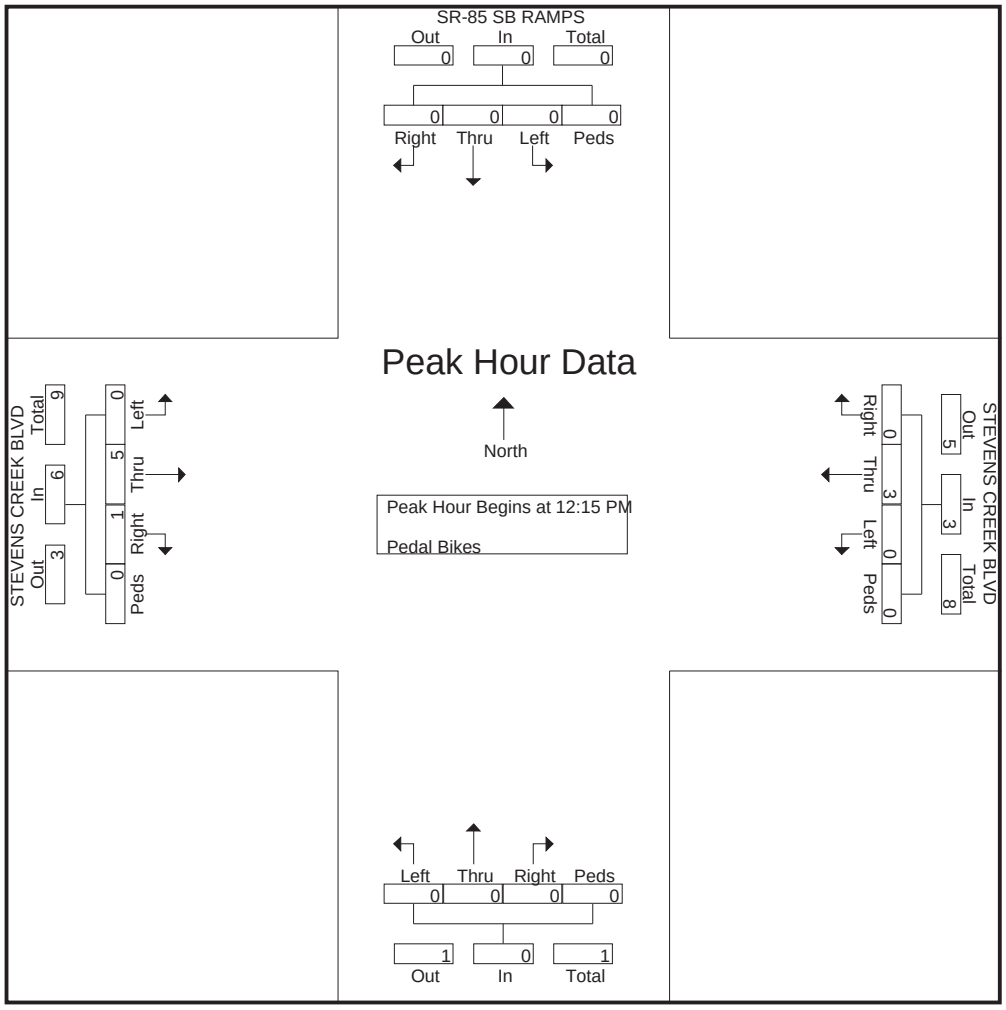

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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	68	0	151	4	223	0	125	101	0	226	0	0	0	2	2	43	230	0	0	273	724
11:45 AM	79	0	152	2	233	0	135	48	0	183	0	0	0	0	0	30	228	0	0	258	674
Total	147	0	303	6	456	0	260	149	0	409	0	0	0	2	2	73	458	0	0	531	1398
12:00 PM	75	1	232	2	310	0	125	55	0	180	0	0	0	1	1	30	217	0	0	247	738
12:15 PM	96	0	253	3	352	0	154	88	0	242	0	0	0	1	1	42	188	0	0	230	825
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
Total	366	1	820	5	1192	0	636	278	0	914	0	0	0	11	11	169	793	0	0	962	3079
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Grand Total	750	1	1556	24	2331	0	1257	583	0	1840	0	0	0	20	20	326	1711	3	0	2040	6231
Apprch %	32.2	0	66.8	1		0	68.3	31.7	0		0	0	0	100		16	83.9	0.1	0		
Total %	12	0	25	0.4	37.4	0	20.2	9.4	0	29.5	0	0	0	0.3	0.3	5.2	27.5	0	0	32.7	
Vehicles	749	1	1554	24	2328	0	1254	580	0	1834	0	0	0	20	20	326	1711	0	0	2037	6219
% Vehicles	99.9	100	99.9	100	99.9	0	99.8	99.5	0	99.7	0	0	0	100	100	100	100	0	0	99.9	99.8
Motor Bikes	1	0	2	0	3	0	3	3	0	6	0	0	0	0	0	0	0	3	0	3	12
% Motor Bikes	0.1	0	0.1	0	0.1	0	0.2	0.5	0	0.3	0	0	0	0	0	0	0	100	0	0.1	0.2

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	**53**	209	0	0	262	816
01:00 PM	**128**	0	**220**	5	**353**	0	162	71	0	233	0	0	0	1	1	41	221	**2**	0	264	851
01:15 PM	109	0	213	**8**	330	0	**199**	**85**	0	**284**	0	0	0	**6**	**6**	43	**239**	1	0	**283**	**903**
Total Volume	432	0	768	13	1213	0	718	291	0	1009	0	0	0	16	16	181	848	3	0	1032	3270
% App. Total	35.6	0	63.3	1.1		0	71.2	28.8	0		0	0	0	100		17.5	82.2	0.3	0		
PHF	.844	.000	.873	.406	.859	.000	.902	.856	.000	.888	.000	.000	.000	.667	.667	.854	.887	.375	.000	.912	.905

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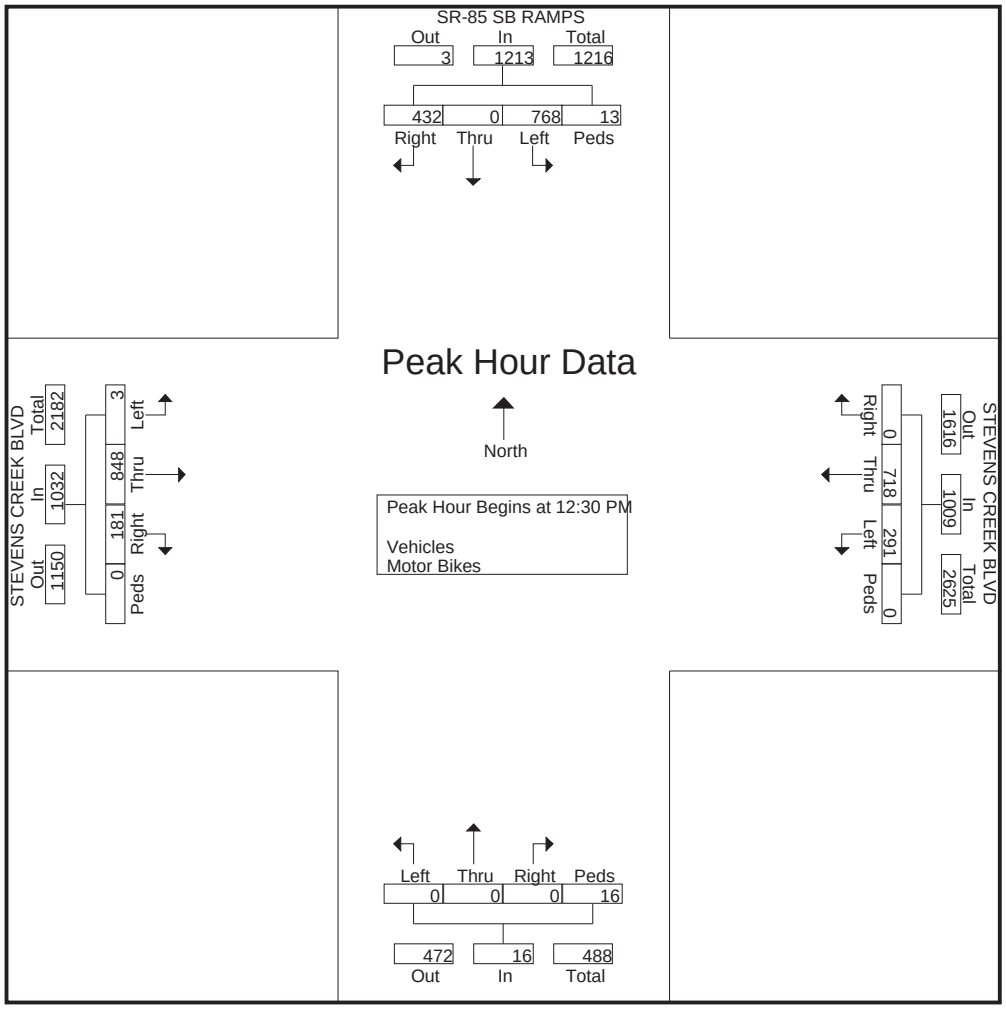

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Groups Printed- Pedal Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	21
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	71.4	0	0	71.4	0	0	0	0	0	0	28.6	0	0	28.6	

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**4**	0	0	**4**	**6**
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.583

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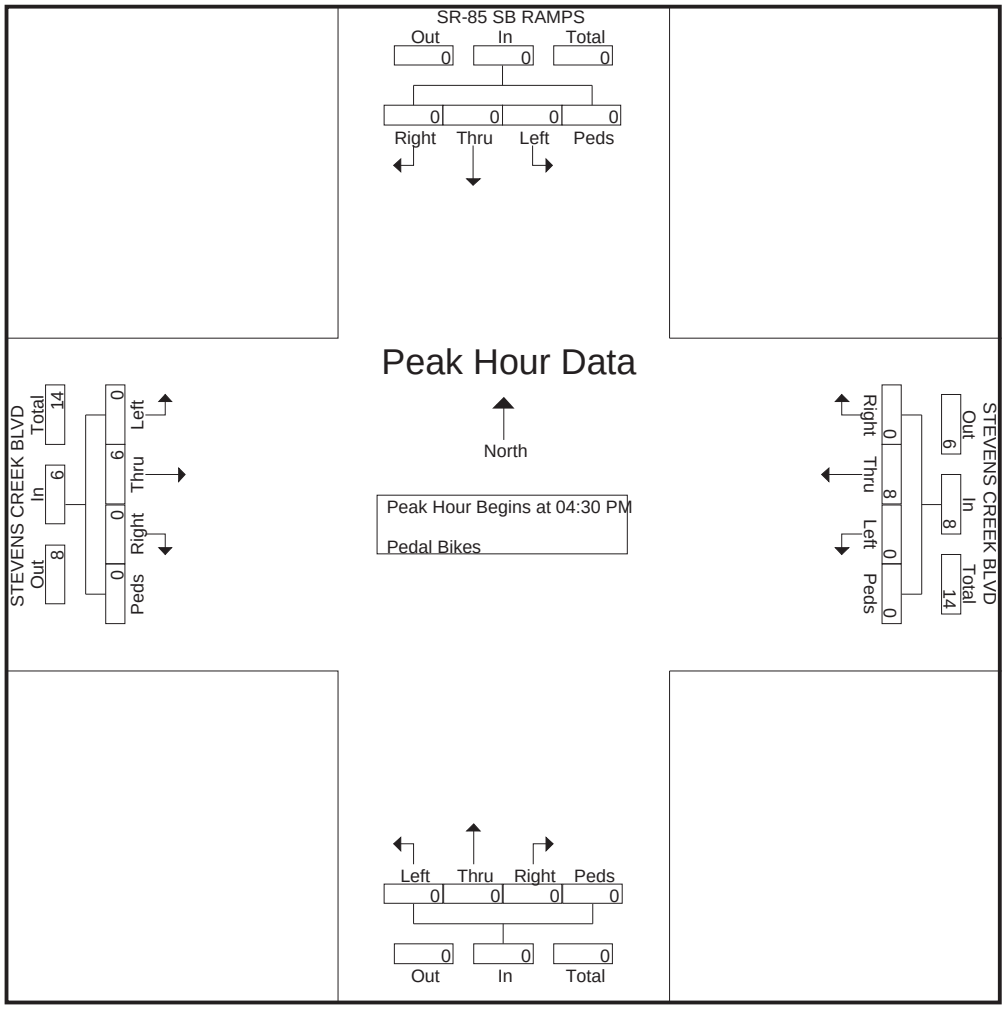

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File Name : 2PM FINAL
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Groups Printed- Vehicles - Motor Bikes

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	104	1	203	1	309	0	162	44	0	206	0	0	0	3	3	46	232	0	0	278	796
04:45 PM	106	3	233	2	344	0	156	46	0	202	0	0	0	4	4	43	223	0	0	266	816
Total	210	4	436	3	653	0	318	90	0	408	0	0	0	7	7	89	455	0	0	544	1612
05:00 PM	89	0	265	5	359	0	151	48	0	199	0	0	0	2	2	61	305	1	0	367	927
05:15 PM	121	0	208	5	334	0	160	75	0	235	0	0	0	6	6	43	277	2	0	322	897
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
Total	447	0	921	18	1386	0	662	259	0	921	0	0	0	17	17	186	1099	8	0	1293	3617
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Grand Total	952	4	1881	27	2864	0	1349	475	0	1824	0	0	0	29	29	358	2051	9	0	2418	7135
Apprch %	33.2	0.1	65.7	0.9		0	74	26	0		0	0	0	100		14.8	84.8	0.4	0		
Total %	13.3	0.1	26.4	0.4	40.1	0	18.9	6.7	0	25.6	0	0	0	0.4	0.4	5	28.7	0.1	0	33.9	
Vehicles	945	4	1871	27	2847	0	1347	472	0	1819	0	0	0	29	29	358	2051	0	0	2409	7104
% Vehicles	99.3	100	99.5	100	99.4	0	99.9	99.4	0	99.7	0	0	0	100	100	100	100	0	0	99.6	99.6
Motor Bikes	7	0	10	0	17	0	2	3	0	5	0	0	0	0	0	0	0	9	0	9	31
% Motor Bikes	0.7	0	0.5	0	0.6	0	0.1	0.6	0	0.3	0	0	0	0	0	0	0	100	0	0.4	0.4

	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	119	0	216	**4**	339	0	178	67	0	245	0	0	0	**8**	**8**	**47**	**271**	2	0	**320**	912
05:45 PM	118	0	232	4	354	0	173	**69**	0	242	0	0	0	1	1	35	246	**3**	0	284	881
06:00 PM	142	0	**301**	4	**447**	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	**972**
06:15 PM	**153**	0	223	2	378	0	**197**	62	0	**259**	0	0	0	2	2	43	252	0	0	295	934
Total Volume	532	0	972	14	1518	0	720	262	0	982	0	0	0	14	14	165	1014	6	0	1185	3699
% App. Total	35	0	64	0.9		0	73.3	26.7	0		0	0	0	100		13.9	85.6	0.5	0		
PHF	.869	.000	.807	.875	.849	.000	.914	.949	.000	.948	.000	.000	.000	.438	.438	.878	.935	.500	.000	.926	.951

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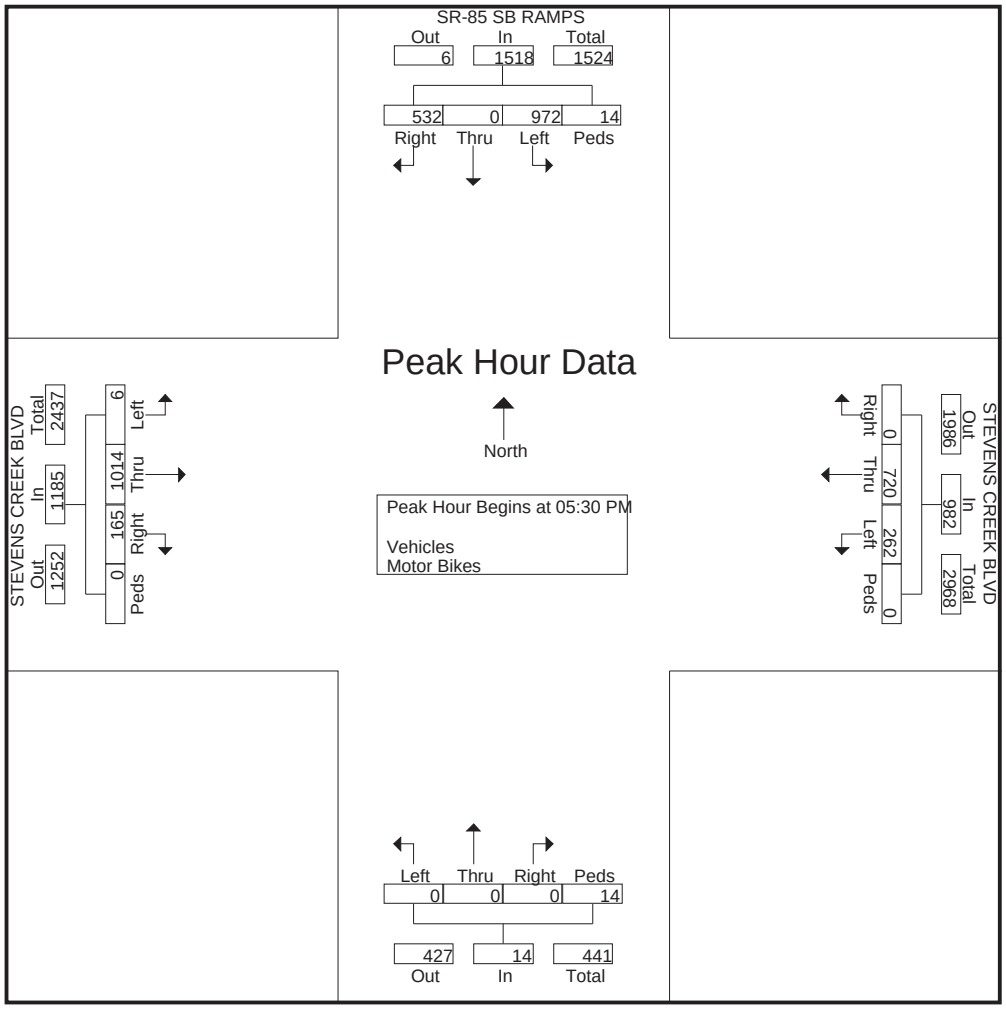

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Groups Printed- Pedal Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total																										
							20.8															94.7				

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	**3**			**3**													**1**			
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	**7**
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	91.7	8.3	0		
PHF	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.550	.250	.000	.600	.607

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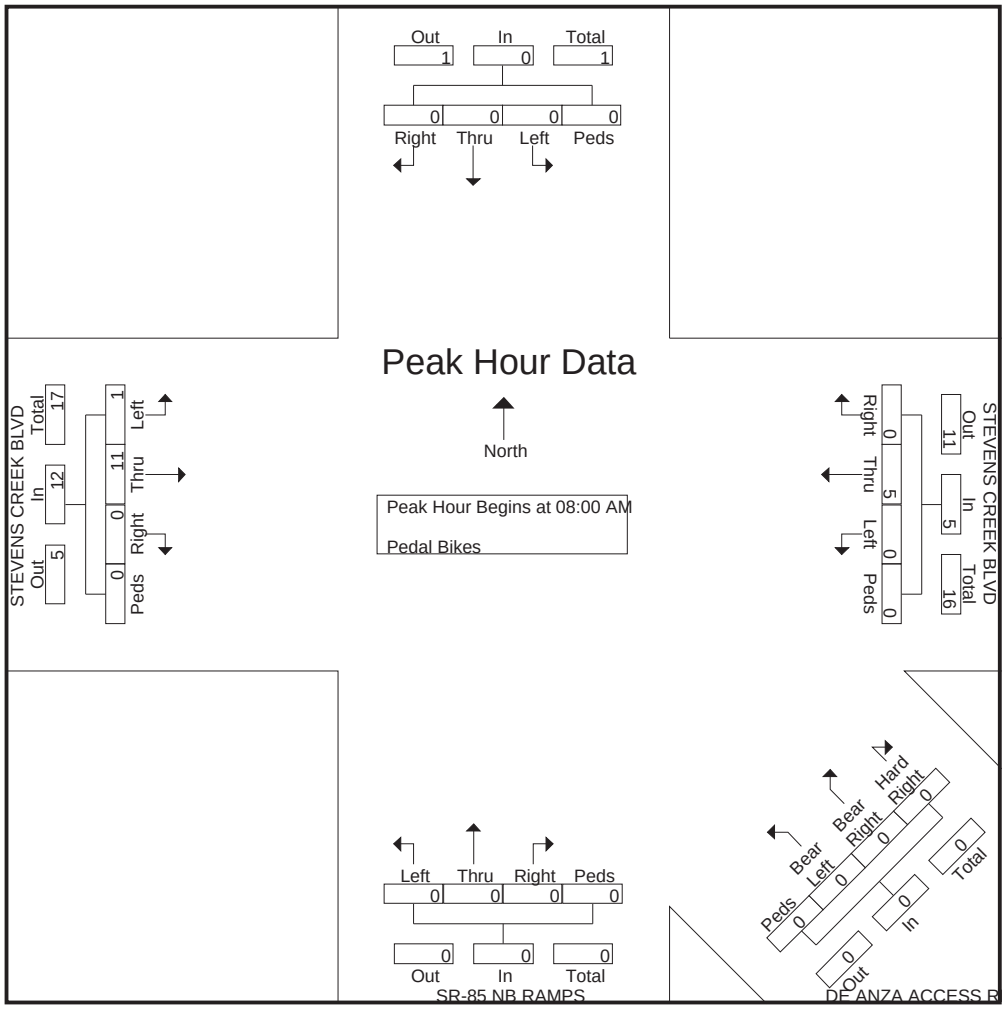

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File Name : 3AM FINAL
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Groups Printed- Vehicles - Motor Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	107	77	0	0	184	0	5	6	0	11	66	13	64	0	143	0	226	205	0	431	769
07:45 AM	0	0	0	0	0	109	122	0	0	231	6	7	2	2	17	73	21	101	2	197	0	182	130	0	312	757
Total	0	0	0	0	0	216	199	0	0	415	6	12	8	2	28	139	34	165	2	340	0	408	335	0	743	1526
08:00 AM	0	0	0	3	3	116	143	0	0	259	1	4	2	2	9	124	21	100	0	245	0	249	142	0	391	907
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046
Total	0	0	0	9	9	574	685	0	0	1259	3	71	32	14	120	449	74	408	10	941	0	1209	674	0	1883	4212
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133
09:15 AM	0	0	0	4	4	158	139	0	0	297	0	22	10	3	35	152	6	70	3	231	0	393	169	0	562	1129
Grand Total	0	0	0	21	21	1093	1199	0	0	2292	10	111	56	24	201	870	131	735	20	1756	0	2374	1356	0	3730	8000
Apprch %	0	0	0	100		47.7	52.3	0	0		5	55.2	27.9	11.9		49.5	7.5	41.9	1.1		0	63.6	36.4	0		
Total %	0	0	0	0.3	0.3	13.7	15	0	0	28.6	0.1	1.4	0.7	0.3	2.5	10.9	1.6	9.2	0.2	22	0	29.7	17	0	46.6	
Vehicles	0	0	0	21	21	1091	1197	0	0	2288	10	111	56	24	201	861	131	733	20	1745	0	2360	1353	0	3713	7968
% Vehicles	0	0	0	100	100	99.8	99.8	0	0	99.8	100	100	100	100	100	99	100	99.7	100	99.4	0	99.4	99.8	0	99.5	99.6
Motor Bikes	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9	0	2	0	11	0	14	3	0	17	32
% Motor Bikes	0	0	0	0	0	0.2	0.2	0	0	0.2	0	0	0	0	0	1	0	0.3	0	0.6	0	0.6	0.2	0	0.5	0.4

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:15 AM																									
08:15 AM	0	0	0	4	4	133	172	0	0	305	**1**	23	**12**	4	40	120	14	101	4	239	0	**394**	169	0	**563**	**1151**
08:30 AM	0	0	0	0	0	**198**	177	0	0	**375**	0	**34**	8	3	**45**	101	10	99	3	213	0	283	**192**	0	475	1108
08:45 AM	0	0	0	2	2	127	**193**	0	0	320	1	10	10	**5**	26	104	**29**	**108**	3	**244**	0	283	171	0	454	1046
09:00 AM	0	0	0	**8**	**8**	145	176	0	0	321	1	6	6	5	18	**130**	17	92	**5**	244	0	364	178	0	542	1133
Total Volume	0	0	0	14	14	603	718	0	0	1321	3	73	36	17	129	455	70	400	15	940	0	1324	710	0	2034	4438
% App. Total	0	0	0	100		45.6	54.4	0	0		2.3	56.6	27.9	13.2		48.4	7.4	42.6	1.6		0	65.1	34.9	0		
PHF	.000	.000	.000	.438	.438	.761	.930	.000	.000	.881	.750	.537	.750	.850	.717	.875	.603	.926	.750	.963	.000	.840	.924	.000	.903	.964

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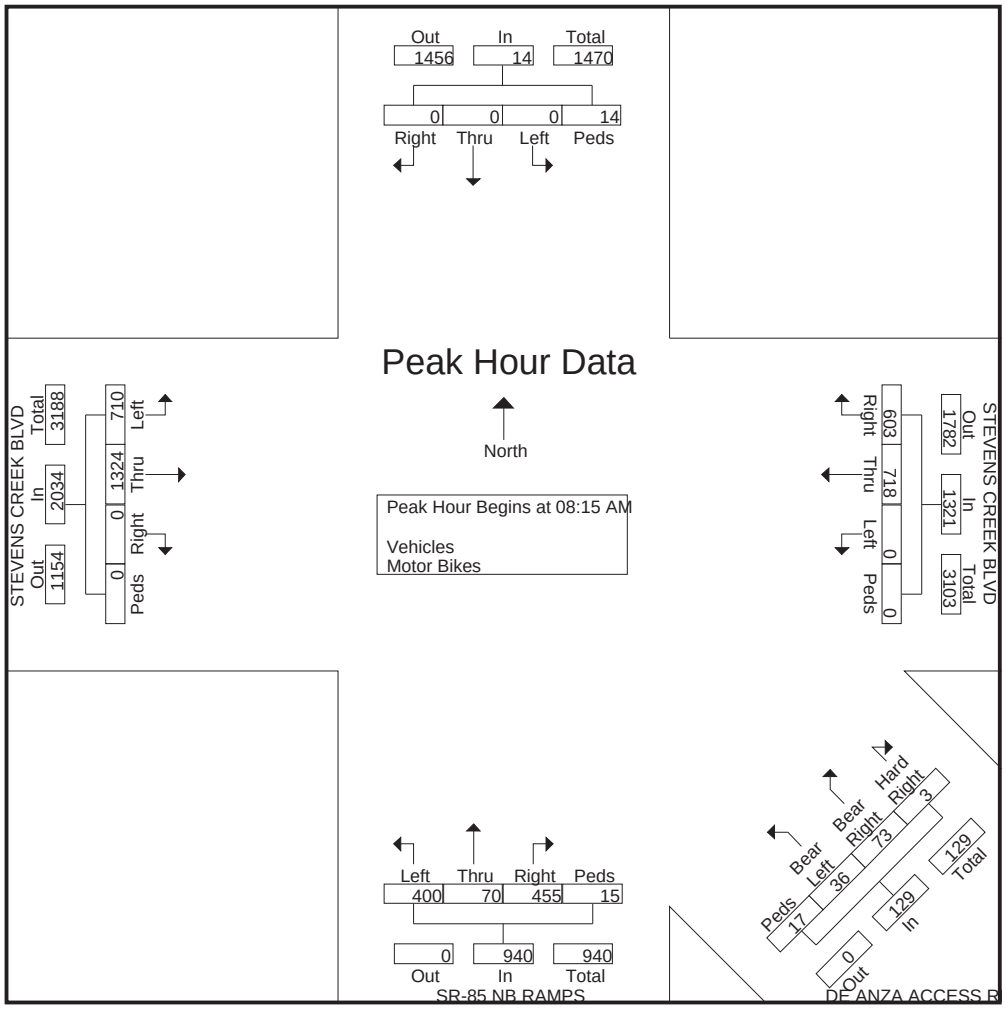

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Groups Printed- Pedal Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total																										
																						96.3				

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:30 AM																									
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	0	**6**	**6**
11:45 AM	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	20
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.833

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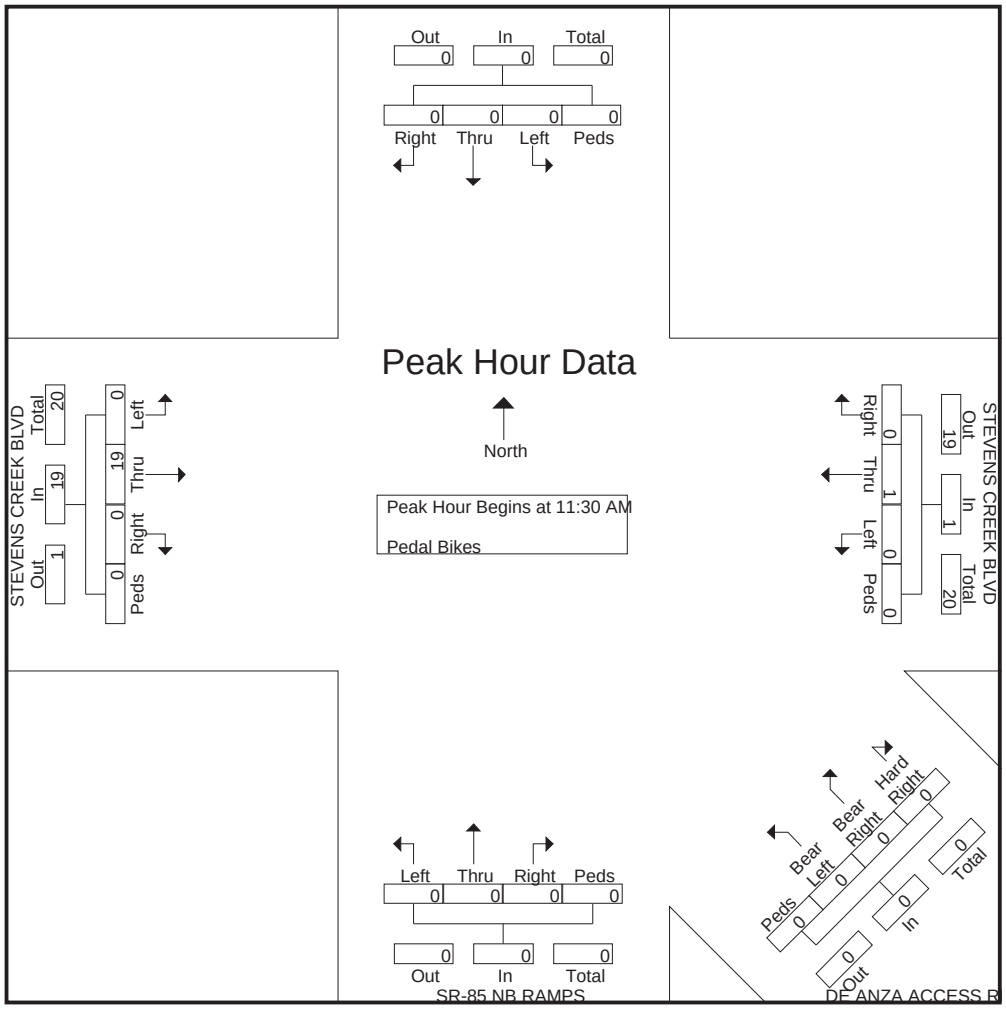

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Groups Printed- Vehicles - Motor Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	212	159	0	0	371	5	69	28	2	104	60	2	33	2	97	0	269	87	0	356	928
11:45 AM	0	0	0	0	0	157	123	0	0	280	2	25	35	0	62	66	3	42	0	111	0	264	117	0	381	834
Total	0	0	0	0	0	369	282	0	0	651	7	94	63	2	166	126	5	75	2	208	0	533	204	0	737	1762
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
01:00 PM	0	0	0	0	0	160	171	0	0	331	0	27	14	1	42	73	1	38	1	113	0	348	99	0	447	933
01:15 PM	0	0	0	0	0	162	184	0	0	346	2	36	30	7	75	88	0	57	7	152	0	339	102	0	441	1014
Grand Total	0	0	0	5	5	1453	1319	0	0	2772	14	356	192	23	585	601	6	323	26	956	0	2476	786	0	3262	7580
Apprch %	0	0	0	100		52.4	47.6	0	0		2.4	60.9	32.8	3.9		62.9	0.6	33.8	2.7		0	75.9	24.1	0		
Total %	0	0	0	0.1	0.1	19.2	17.4	0	0	36.6	0.2	4.7	2.5	0.3	7.7	7.9	0.1	4.3	0.3	12.6	0	32.7	10.4	0	43	
Vehicles	0	0	0	5	5	1450	1313	0	0	2763	12	353	192	23	580	598	6	323	26	953	0	2470	786	0	3256	7557
% Vehicles	0	0	0	100	100	99.8	99.5	0	0	99.7	85.7	99.2	100	100	99.1	99.5	100	100	100	99.7	0	99.8	100	0	99.8	99.7
Motor Bikes	0	0	0	0	0	3	6	0	0	9	2	3	0	0	5	3	0	0	0	3	0	6	0	0	6	23
% Motor Bikes	0	0	0	0	0	0.2	0.5	0	0	0.3	14.3	0.8	0	0	0.9	0.5	0	0	0	0.3	0	0.2	0	0	0.2	0.3

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	0	0	**4**	**4**	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	**371**	**112**	0	**483**	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	**4**	55	27	2	88	**94**	0	**50**	2	**146**	0	348	93	0	441	**1037**
12:30 PM	0	0	0	0	0	**235**	189	0	0	**424**	1	**57**	**38**	**4**	**100**	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	**192**	0	0	376	0	45	10	4	59	72	0	47	**7**	126	0	281	94	0	375	936
Total Volume	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
% App. Total	0	0	0	100		52.8	47.2	0	0		1.7	65.9	28.1	4.3		65	0	31.7	3.3		0	76.7	23.3	0		
PHF	.000	.000	.000	.313	.313	.811	.888	.000	.000	.851	.313	.873	.559	.813	.755	.835	.000	.765	.571	.827	.000	.846	.850	.000	.847	.933

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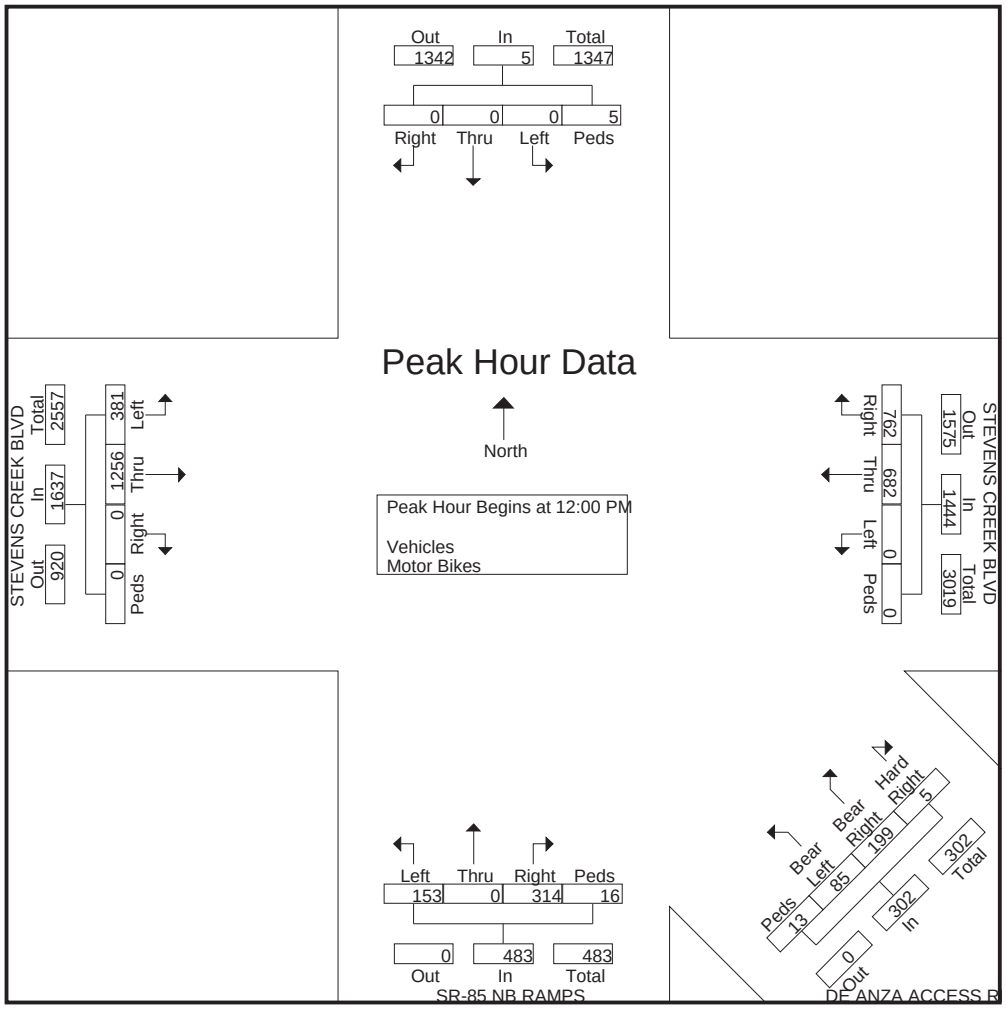

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Groups Printed- Pedal Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18
Apprch %	0	0	0	0		14.3	85.7	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	5.6	33.3	0	0	38.9	0	0	0	0	0	0	0	0	0	0	0	61.1	0	0	61.1	

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	**4**	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	**6**
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

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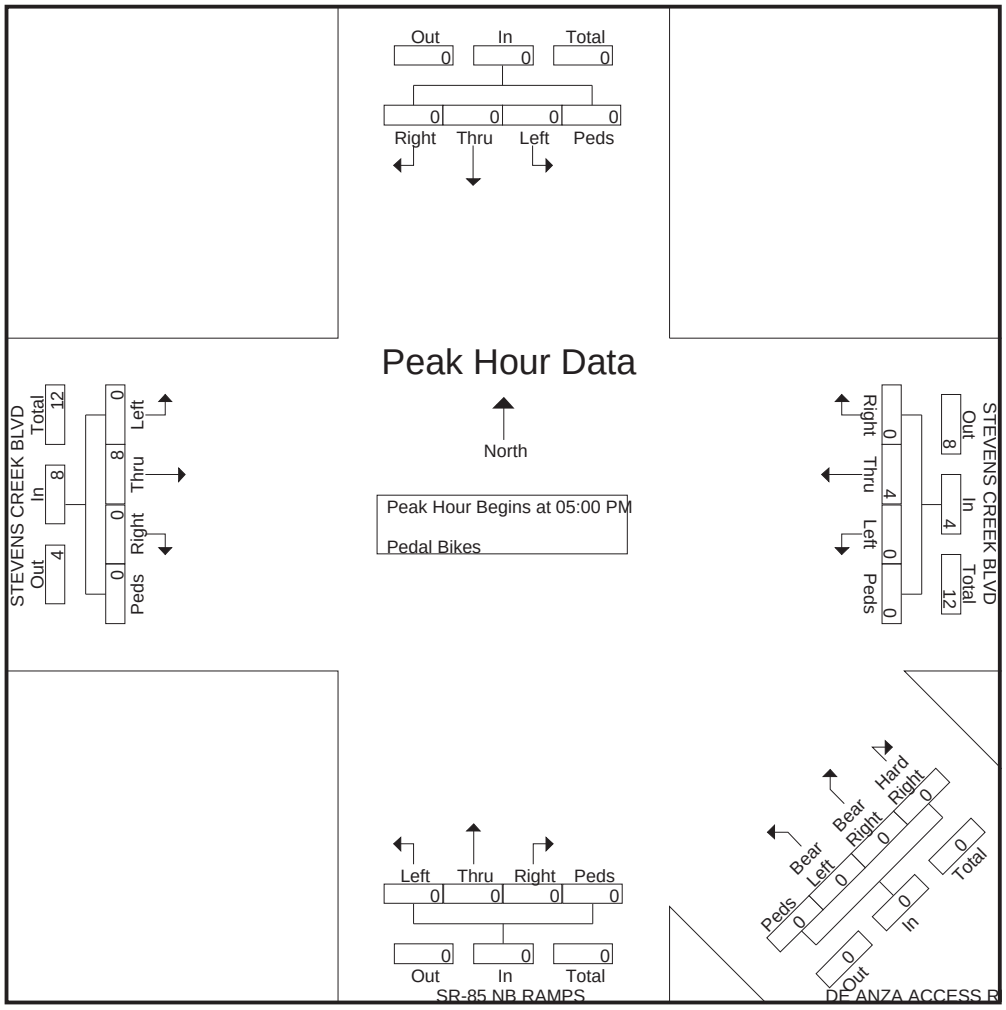

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Groups Printed- Vehicles - Motor Bikes

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	171	144	0	0	315	2	35	9	4	50	50	0	41	4	95	0	338	114	0	452	912
04:45 PM	0	0	0	3	3	153	145	0	0	298	2	34	10	4	50	58	0	47	4	109	0	390	86	0	476	936
Total	0	0	0	3	3	324	289	0	0	613	4	69	19	8	100	108	0	88	8	204	0	728	200	0	928	1848
05:00 PM	0	0	0	6	6	170	146	0	0	316	3	48	16	4	71	64	0	38	4	106	0	432	123	0	555	1054
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	157	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
Total	0	0	0	19	19	789	679	0	0	1468	9	166	65	22	262	323	7	171	22	523	0	1623	457	0	2080	4352
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
06:15 PM	0	0	0	2	2	183	182	0	0	365	1	41	23	3	68	90	0	43	3	136	0	402	113	0	515	1086
Grand Total	0	0	0	28	28	1470	1315	0	0	2785	18	332	137	38	525	624	8	343	37	1012	0	3185	856	0	4041	8391
Apprch %	0	0	0	100		52.8	47.2	0	0		3.4	63.2	26.1	7.2		61.7	0.8	33.9	3.7		0	78.8	21.2	0		
Total %	0	0	0	0.3	0.3	17.5	15.7	0	0	33.2	0.2	4	1.6	0.5	6.3	7.4	0.1	4.1	0.4	12.1	0	38	10.2	0	48.2	
Vehicles	0	0	0	28	28	1467	1311	0	0	2778	17	331	137	38	523	624	8	343	37	1012	0	3169	853	0	4022	8363
% Vehicles	0	0	0	100	100	99.8	99.7	0	0	99.7	94.4	99.7	100	100	99.6	100	100	100	100	100	0	99.5	99.6	0	99.5	99.7
Motor Bikes	0	0	0	0	0	3	4	0	0	7	1	1	0	0	2	0	0	0	0	0	0	16	3	0	19	28
% Motor Bikes	0	0	0	0	0	0.2	0.3	0	0	0.3	5.6	0.3	0	0	0.4	0	0	0	0	0	0	0.5	0.4	0	0.5	0.3

	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:15 PM																									
05:15 PM	0	0	0	**6**	**6**	184	181	0	0	365	2	39	14	**9**	64	85	2	37	**9**	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	**4**	**56**	8	**157**	0	356	**116**	0	472	1091
05:45 PM	0	0	0	3	3	**222**	**184**	0	0	**406**	1	33	15	1	50	85	1	40	1	127	0	418	113	0	**531**	**1117**
06:00 PM	0	0	0	4	4	174	165	0	0	339	**4**	**56**	**30**	5	**95**	**103**	1	41	4	149	0	**432**	86	0	518	1105
Total Volume	0	0	0	17	17	793	698	0	0	1491	10	174	79	23	286	362	8	174	22	566	0	1623	420	0	2043	4403
% App. Total	0	0	0	100		53.2	46.8	0	0		3.5	60.8	27.6	8		64	1.4	30.7	3.9		0	79.4	20.6	0		
PHF	.000	.000	.000	.708	.708	.893	.948	.000	.000	.918	.625	.777	.658	.639	.753	.879	.500	.777	.611	.901	.000	.939	.905	.000	.962	.985

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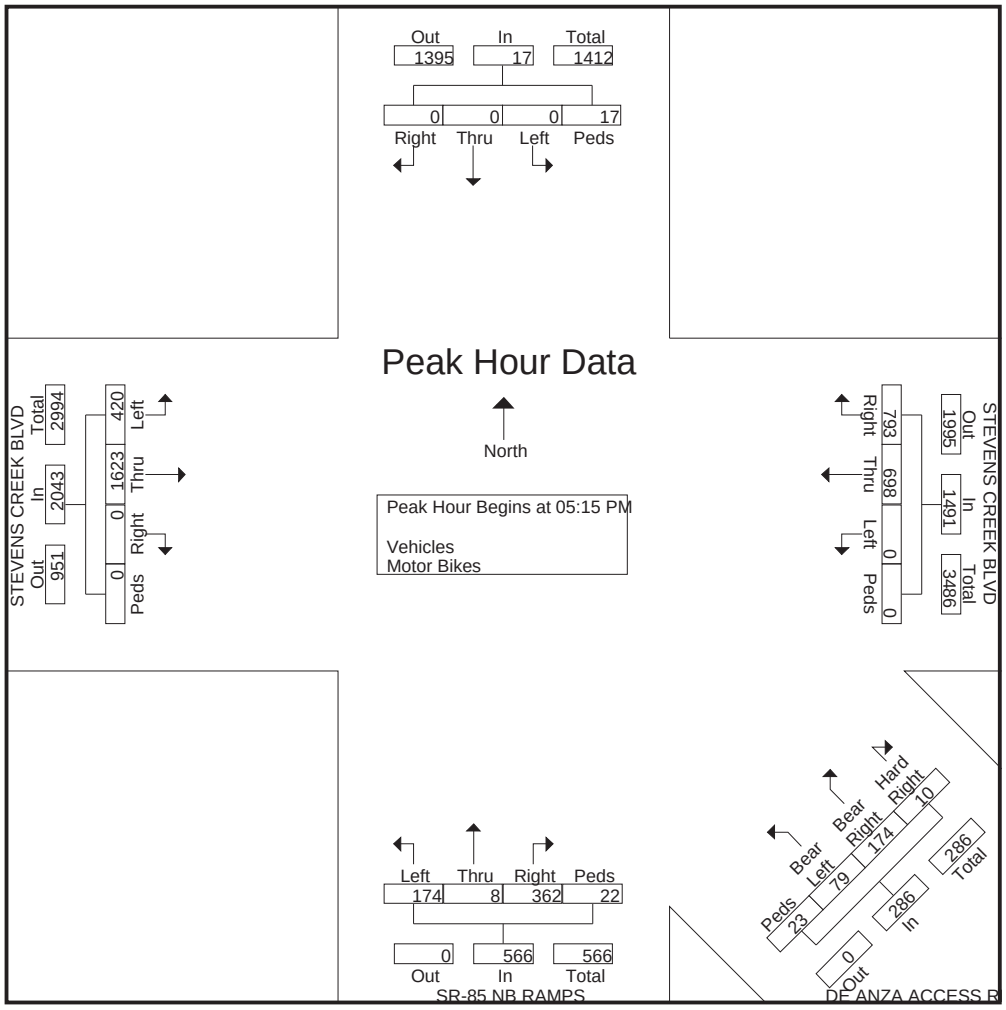

The Bicycle Compatibility Index:
A LEVEL OF Service Concept,
Implementation Manual

The Bicycle Compatibility Index:
A Level of Service Concept,
Implementation Manual

FHWA-RD-98-095

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Appendix B - Microsoft Excel logic

References

Foreword

The vision of the 1998 Federal Highway Administration National Strategic Plan is to create the best transportation system in the world, a transportation system that is safe, efficient, and intermodal, allowing all Americans to have access within and beyond their communities. This transportation system will have significantly reduced crashes, delays, and congestion; roads that protect ecosystems and air quality; and will accommodate pedestrians and bicyclists.

One method of accommodating bicycle travel is to develop or improve roadways for shared use by both motor vehicles and bicycles. This document demonstrates the application of the Bicycle Compatibility Index (BCI) to evaluate the capability of urban and suburban roadway sections to accommodate both motorists and bicyclists. The BCI methodology will allow practitioners to evaluate existing facilities and determine and possible improvements and to determine operational and geometric requirements for new facilities.

This report should be of interest to State and local bicycle coordinators, transportation engineers, and planners involved in the design of bicycle

$$BCI = 3.67 - 0.966BL - 0.410BLW - 0.498CLW + 0.002CLV + 0.0014OLV + 0.0125PD + 0.506PKG - 0.264AREA + AF$$

where:

BL = presence of a bicycle lane or paved shoulder ≥ 0.9 m
no = 0
yes = 1

BLW = bicycle lane (or paved shoulder) width
m (to the nearest tenth)

CLW = curb lane width
m (to the nearest tenth)

CLV = curb lane volume
vph in one direction

OLV = other lane(s) volume - same direction
vph

SPD = 85th percentile speed of traffic
km/h

PKG = presence of a parking lane with more than
30 percent occupancy
no = 0
yes = 1

AREA = type of roadside development
residential = 1
other type = 0

AF = $f_t + f_p + f_{tt}$

where:

f_t = adjustment factor for truck volumes
(see below)

f_p = adjustment factor for parking turnover
(see below)

f_{tt} = adjustment factor for right-turn volumes
(see below)

Adjustment Factors

Hourly Curb Lane Large Truck Volume[1]	f_t	Parking Time Limit (min)	f_p
≥ 120	0.5	≤ 15	0.6
60 - 119	0.4	16 - 30	0.5
30 - 59	0.3	31 - 60	0.4
20 - 29	0.2	61 - 120	0.3
10 - 19	0.1	121 - 240	0.2
< 10	0.0	241 - 480	0.1
		> 480	0.0

Hourly Right-Turn Volume[2]	f_{tt}
≥ 270	0.1
< 270	0.0

[1] Large trucks are defined as all vehicles with six or more tires.
[2] Includes total number of right turns into driveways or minor intersections along a roadway segment.

Using the perspectives of more than 200 study participants in three locations (Olympia, WA; Austin, TX; and Chapel Hill, NC), the BCI model was developed for all bicyclists as shown in table 1 (see appendix A for the English units version). The participants rated each of 67 sites included on a videotape with respect to how comfortable they would be riding there under the conditions shown. The ratings were made using a six-point scale where a ***one*** indicated that the individual would be "extremely comfortable" riding there while a ***six*** indicated that the individual would be "extremely uncomfortable" riding in those conditions. This model predicts the overall comfort level rating of a bicyclist using the eight significant (at p £ 0.01) variables shown and an adjustment factor (AF) to account for three additional operational characteristics. The basic model (excluding the adjustment factor) has an R^2-value of 0.89, indicating that 89 percent of the variance in the index or comfort level of the bicyclist is explained by the eight variables included in the model. In other words, the model is a reliable predictor of the expected comfort level of bicyclists on the basis of these eight variables describing the geometric and operational conditions of the roadway. The variable with the largest effect on the index is the presence or absence of a bicycle lane or paved shoulder (**BL**); the presence of a bicycle lane (paved shoulder) that is at least 0.9 m wide reduces the index by almost a full point, indicating an increased level of comfort for the bicyclist. Increasing the width of the bicycle lane or paved shoulder (**BLW**) or the curb lane (**CLW**) also reduces the index as does the presence of residential development along the roadside (**AREA**). On the other hand, an increase in traffic volume (**CLV** and **OLV**) or motor vehicle speeds (**SPD**) increases the index, indicating a lower level of comfort for the bicyclist. The presence of on-street parking (**PKG**) also increases the index.

In addition to the primary variables included in the BCI model, three additional variables defining specific operating conditions were also examined. These supplemental variables were identified during the pilot phase of the study as having a potential impact on the comfort level of bicyclists and included the presence of: 1) large trucks or buses, 2) vehicles turning right into driveways, and 3) vehicles pulling into or out of on-street parking spaces. An analysis of the overall comfort level ratings made when viewing video clips illustrating these conditions showed all three of these variables to significantly increase the index, thus indicating a lower level of comfort when these conditions were present. For all bicyclists, the overall mean rating increased by 0.50 when large trucks or buses were present. When there were vehicles pulling into or out of parking spaces, the average rating increased by 0.60. And finally, the presence of right-turning vehicles resulted in an increase in the mean rating of 0.10.

While the presence of these three specific operating conditions could not be evaluated across all possible combinations of geometrics and operations, the results of the limited sample do indicate a need for adjustment to the BCI model when large trucks or buses are present, when there is a high number of vehicles pulling into or out of on-street parking spaces, or when there is a high volume of right-turning vehicles. Thus, a series of adjustment factors that can be added to the model have been developed for each of these scenarios (*see table 1*). These factors were developed based on the theory that the conditions shown to the survey participants represented worst-case scenarios and, subsequently, the increase in the overall mean comfort level rating represented the maximum adjustment that would be required.

It should be noted that one variable not included in the development of the BCI model was the grade of the roadway. Results from a preliminary effort showed that changes in grade of 2 percent or less were not distinguishable on the video. The advantages of using video, including not exposing bicyclists to high-risk conditions, incorporating a much larger sample of sites, and controlling specific variables to ensure all subjects were exposed to identical conditions, were believed to outweigh the absence of this one variable. It is also believed that the variables having the most significant effect on the bicycle compatibility of a roadway have been included in the BCI model. Specifically, the variables of width, speed, volume, and on-street parking were shown to have the greatest impact on the index. At this time, the impact of grade relative to these and the other significant variables included in the model is unknown but may be determined in future research efforts.

Once the BCI model was developed, bicycle level of service (LOS) criteria were established based on the results of applying the model to the sites included in this study. Currently, there are no bicycle LOS criteria provided in the *Highway Capacity Manual*.[5] However, the definition of LOS according to the manual is founded on the concept of users' perceptions of qualitative measures that characterize the operational conditions of the roadway. Two of the terms used in the manual to describe LOS are comfort/convenience and freedom to maneuver. Both of these terms are applicable to bicyclists and are directly reflected in the BCI since the rating scale used by the study participants was an indication of comfort level.

Table 2. Bicycle Compatibility Index (BCI) ranges associated with level of service (LOS) designations and compatibility level qualifiers.

LOS	BCI Range	Compatibility Level[1]
A	≤ 1.50	Extremely High
B	1.51 - 2.30	Very High
C	2.31 - 3.40	Moderately High
D	3.41 - 4.40	Moderately Low
E	4.41 - 5.30	Very Low
F	> 5.30	Extremely Low

[1] Qualifiers for compatibility level pertain to the average adult bicyclist.

Thus, using the distribution of BCI values produced from the representative set of locations included in this study, LOS designations were established for LOS A through LOS F as shown in table 2. LOS A (represented by an index £ 1.50) indicates that a roadway is extremely compatible (or comfortable) for the average adult bicyclist while LOS F (represented by an index > 5.30) is an indicator that the roadway is extremely incompatible (or uncomfortable) for the average adult bicyclist.

In developing the BCI model, several other issues were addressed, including the effect of bicycling experience level on perceived comfort levels. Using the results from a questionnaire completed by the participants, the bicyclists were stratified into three groups based on their riding habits, such as number of bicycle trips per week and types of facilities used (e.g., major roadways vs. bicycle paths). A comparison of the comfort level ratings of these three groups showed that **casual recreational** bicyclists were generally less comfortable across all sites than **experienced recreational** or **experienced commuter** bicyclists. As a result of these differences, separate BCI models were produced for each of the three groups in addition to the model for **all** bicyclists. However, in real-world applications, it is most likely that bicyclists of all experience levels will have the opportunity to ride on any given segment of roadway. Thus, it is recommended that the BCI model developed for all bicyclists and shown in table 1 be used without modification for most applications. **It is important to note that the LOS designations shown in table 2 were developed on the basis of this model, and thus are only applicable to results produced with the "all bicyclists" model.**

Notwithstanding, when the practitioner knows that the large majority of riders are indeed casual bicyclists, the approach that should be used to ensure that facilities meet the desired comfort levels of this group is to simply design for a higher level of service. The results of the research showed that the model developed for the **casual** bicyclist, on average, produced BCI values that were 0.14 to 0.38 greater than those produced by **all** bicyclists. The differences in BCI values between LOS designations are, on average, 1.0 (*see table 2*). By designing for a higher LOS (e.g., LOS B rather than LOS C) on a facility known to attract a high number of casual bicyclists, the necessary comfort level for this group of bicyclists can be achieved with the BCI model as it is currently developed. **Note that where casual bicyclists are expected, the facility should always be designed at LOS C or better.**

Appendix G: Public Involvement Findings

PUBLIC INVOLVEMENT FINDINGS

The development of the Parks of the Future Plan has relied heavily on public input and involvement. Community participation and feedback contributes to the overall success of the Plan.

Phase II of the plan development process involved significant outreach to the community through a series of public involvement efforts, including a community web and paper-based questionnaire, a statistically valid telephone survey, several community intercept events at Sunnyvale public gatherings and festivals, four focus group meetings with a wide-range of park users and enthusiasts, and email correspondence from community members that were received through the planning project website. During Phase III, the project team held Community Workshops which elicited additional public input. Through these forums, community members identified major park and recreation needs and priorities, and also commented on draft recommendations.

This Appendix to the Parks of Future Plan includes public involvement findings from the following public outreach events:

- **Telephone Survey Summary**
  A random-digit dial, statistically valid survey was administered in November 2007 by a public opinion research firm, Godbe Research. More than 400 Sunnyvale residents aged 18 and older participated in the survey. The survey was designed to solicit Sunnyvale residents' preferences and priorities for parks and recreation facilities in Sunnyvale. The feedback obtained through the various public outreach efforts is used to interpret the demand for parks, facilities, and programs.

- **Community Web Summary**
  Administered through the Parks of the Future website and print copies located at parks facilities throughout Sunnyvale, the web questionnaire was designed specifically for adults to collect information on parks and program usage, program and facility needs, and priorities.

  The questionnaire was available online from January- February 2008. Hard copies were made available at various Department facilities during early 2008.

Responses to the paper questionnaire were combined with the overall survey results. The questions were closely modeled after the statistically valid phone survey (described previously), providing an additional opportunity for Sunnyvale residents to give input to the Parks of the Future planning efforts. Surveys were made available in Spanish and Mandarin, but less than 5 were completed in either language. Results from these surveys were included in the overall findings.

- **Focus Group Summary**
  Four focus groups were conducted in March 2008 with members of key stakeholder groups in Sunnyvale. These meetings and their number of participants (noted in parentheses) are included: Arts and Cultural Institutions (4), Neighborhood Associations (7), Youth and Adult Sports Groups (22) and General Stakeholders (6). Each group answered questions and voiced their opinions regarding park and recreation issues, current needs, their future vision for the parks system, and critical partners who can help achieve that vision.
- **Intercept Event Survey Summary**
  Three intercept events were held in Sunnyvale during the Parks of the Future Planning process. MIG staff administered a survey at the fall 2007 Pancake Breakfast. Sunnyvale Park and Recreation Staff administered surveys at the 2008 Health and Safety Fair, and Sunnyvale Hands on the Arts event. These events allowed residents to identify park and facility priorities as well strengths and weaknesses of the current system.
- **Community Workshop Result Summaries**
  Two community workshops were held, on July 24, 2008 and on September 18, 2008. On July 24, participants had the opportunity to review draft recommendations and strategies for parks and recreation in the City of Sunnyvale. Community members provided feedback on the draft vision, strategic direction, values, system-wide recommendations, and park-by-park needs. On September 18, participants had the opportunity to provide input on financing options and development priorities.
- **Town Square Input Summary**
  Members of the public were invited to submit open comments regarding any issue through the project's website, www.parksofthefuture.com. Thirty comments were received on a wide variety of subjects.

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2007 PARKS AND RECREATION SURVEY

Presented to the City of Sunnyvale

Final Report

February 2008

City of Sunnyvale: 2007 Parks and Recreation Survey

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City of Sunnyvale: 2007 Parks and Recreation Survey

Overview and Research Objectives

The City of Sunnyvale commissioned Godbe Research to conduct a survey to gather resident opinion on a number of issues relating to local parks and recreation programs and services. The *Research Objectives* are to:

- Identify the top leisure activities that Sunnyvale residents engage in;
- Prioritize the recreational facilities for future planning based on resident-perceived importance and participation in various sports or activities and usage of local parks and sites or facilities for recreation;
- Learn respondent views on existing and potential sports and recreational facilities in the City;
- Identify differences in opinions due to demographic characteristics.

This report begins with an *Executive Summary*, which includes a summary of key findings from the survey, as well as conclusions and recommendations.

The *Key Findings* section offers a question-by-question analysis of the survey. The discussion is organized into the following sections:

- Top Leisure Activities
- Important Sports and Recreation
- Important Recreational Facilities
- Important Recreational Programs
- Participation in Sports and Recreation
- Use of Recreational Facilities
- Participation in Recreational Programs
- Importance Usage Matrix
- Reasons for Non-Participation
- Additional Important Program or Facility
- Need for 9-Hole Golf Course
- Support for Redevelopment of the 9-Hole Golf Course
- Support for Teen Center
- Support for Sports Complex
- Preferred Information Sources

Appendix A presents *Additional Respondent Information*.

Appendix B includes a detailed *Research Methodology*, which explains the methods and procedures used to conduct this research. This section also includes a guide on how to interpret the detailed crosstabulation tables presented in Appendix E.

Appendix C provides the *Topline Report* with overall survey results.

Appendix D presents the complete *Questionnaire* used for the study.

Appendix E presents the complete *Crosstabulation Tables*.

City of Sunnyvale: 2007 Parks and Recreation Survey

Methodology Overview

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➢ Data Collection	Telephone Interviewing
➢ Universe	104,479 Adult residents in the City of Sunnyvale
➢ Fielding Dates	November 27 to December 4, 2007
➢ Interview Length	16 minutes
➢ Sample Size	407
➢ Margin of Error	± 4.8%

Survey Methodology

A total of 407 respondents completed the survey representing a total universe of approximately 104,479 adult residents in the City of Sunnyvale, producing a margin of error of plus or minus 4.8 percent. Interviews were conducted from November 27 through December 3, 2007, and the average interview lasted 16 minutes. Three interviews were conducted in Spanish, and seven in Mandarin.

Sample & Weighting

The respondents for this study were selected using random digit dialing (RDD), which randomly selects phone numbers from the active residential phone exchanges within the area of the study. Interviewers first asked potential respondents a series of questions referred to as “Screeners,” which were used to ensure that the person lived in the City of Sunnyvale and was at least 18 years old. Another screener was used to correct one of the inherent tendencies of the RDD method to oversample older residents and women, because they are often more likely to be at home during the early evening or on the weekend and also are more likely to answer the telephone. In order to correct this bias, interviewers asked to speak to the youngest adult male currently available in the household. If an adult male was not available at the time of the call, the interviewer asked to speak to the youngest adult female available.

Once collected, the data were compared with the 2006 U.S. Census Estimates to examine possible differences between the sample and the population of adult residents in the City on major demographic variables. After examining the demographic characteristics, the data were weighted by gender, age, and ethnicity to mirror the characteristics of the adult population in the City.

Randomization of Questions

To avoid the problem of systematic position bias – where the order in which a series of questions is asked could systematically influence the answers – several questions in this survey were randomized such that respondents were not consistently asked the questions in the same order. The series of items in Questions 2, 3, 4, 5, 6, and 7 were randomized to avoid such systematic position bias.

This section of the report presents a summary of important findings from the 2007 parks and recreation survey.

City of Sunnyvale: 2007 Parks and Recreation Survey

Based on the objectives of this study, Godbe Research is pleased to offer the following summary of findings and recommendations to the City of Sunnyvale Parks and Recreation Department.

Top Leisure Activities

Overall, "Active outdoor sports and recreational activities" (38%) was identified as the top leisure activity by the Sunnyvale residents. Fewer than 15 percent of the residents in the survey cited "Outdoor social gatherings" (13%), "Movies" (12%), and "Reading" (11%) as their favorite past-time activities. Substantially more of the men and the respondents having children at home mentioned active outdoor sports as their favorite leisure activity.

Important Sports or Recreational Activities

At least 80 percent of the surveyed residents thought that "Walking or hiking" (93%), "Swimming" (81%), and "Biking" (80%) were important to them. To a lesser extent, "Jogging" (72%) and "Soccer" (66%) were identified as the next most important sports or recreational activities for the Sunnyvale residents. In terms of subgroup differences, the top recreational activities were more important to the younger residents than to those over the age of 60. In addition to this, walking or hiking was more important to the women, while swimming was more important to the Asian residents.

Important Recreational Facilities or Sites

The facilities or sites for recreation that were of highest importance to the Sunnyvale residents include "Open space parks, such as Baylands Park" (94%) and "Children's play areas" (87%). Looking at subgroup differences, children's play areas were more important to the residents between the ages of 18 and 44 years, of Hispanic or Asian descent, having children at home, and residing in the zip code 94085.

Important Recreational Programs or Classes

When asked to rate the importance of various recreational programs and classes, "Health and fitness programs" (92%), "Adult programs" (84%), and "Programs for community members with physical or mental challenges" (80%) emerged as the top responses. Of these, the younger age groups (18 to 44 years) attributed higher importance to health and fitness programs, whereas the other two programs were more important to the residents of Hispanic descent and to those living in the zip code 94085.

City of Sunnyvale: 2007 Parks and Recreation Survey

Sports and Recreational Activities with Most Frequent Participation

The frequency of participation in a sport or recreational activity has a direct relationship to its perceived importance. Therefore, not surprisingly, the most important activities, "Walking or hiking," "Biking," and "Swimming" were also the activities in which more than 60 percent of the respondents reported participating at least a few times a year. The residents younger than 45 reported higher participation in biking, and those between the ages of 18 and 59 years participated more frequently in swimming. At least two of these activities had reportedly higher participation by the Asian respondents and by those having children at home.

Most Frequently Used Recreational Facilities or Sites

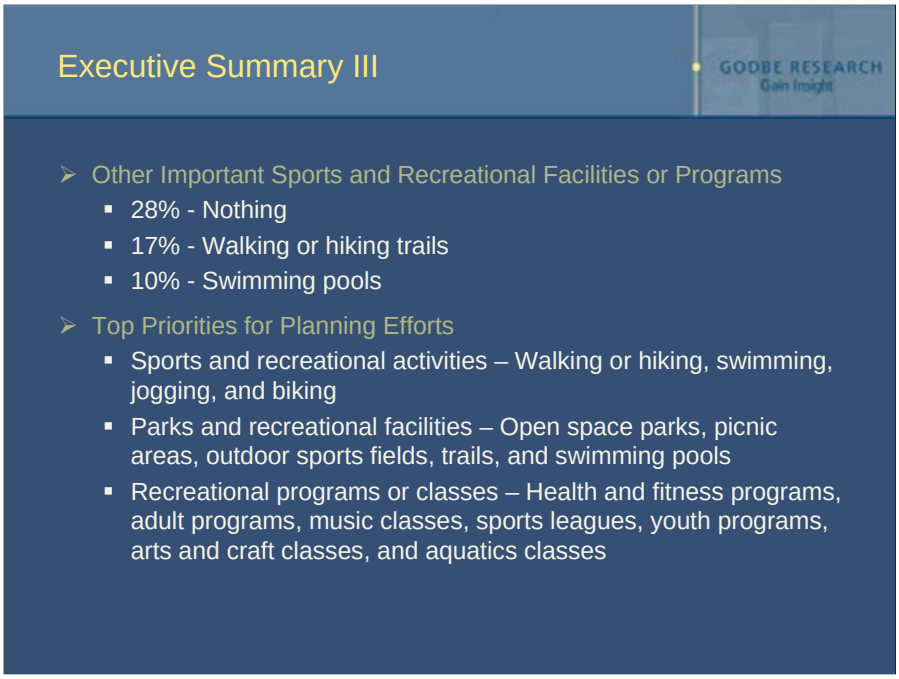
Similar to the sports and recreational activities, the most important facility, "Open space parks," was also the one of which Sunnyvale residents reported the most frequent usage (79% at least a few times a year). In addition to this, "Trails" (67%) and "Outdoor sports fields" (60%) were the other two frequently used facilities. With reference to subgroup differences, at least one of the top three recreational facilities or sites were used more frequently by the men, the respondents younger than 60 years old, having children at home, and of Hispanic or Asian descent.

Most Frequently Used Recreational Programs or Classes

Overall, each of the 14 recreational programs and classes tested garnered relatively low participation ratings. The relatively more frequently used programs were "Health and fitness programs" (44% at least a few times a year), "Sports leagues" (30%), and "Adult programs" (31%). With regard to participation, health and fitness programs were used by Asian respondents more frequently than their Caucasian counterparts. Otherwise, those of Hispanic descent, and having children at home participated in sports leagues more often. Similarly, both health and fitness programs and sports leagues were used more frequently by the respondents between the ages of 18 and 29 years.

Non-Usage of City's Recreational Facilities or Programs

Only about three percent of the residents (n = 11) surveyed did not participate in any of the tested recreational facilities or programs offered by the City of Sunnyvale.



Other Important Sports and Recreational Facilities or Programs

When the respondents were asked to name other facilities or programs that were important to their household, 28 percent did not make any suggestions. Some respondents reiterated the importance of "Walking or hiking trails" (17%) and "Swimming pools" (10%).

Top Priorities for Planning Efforts

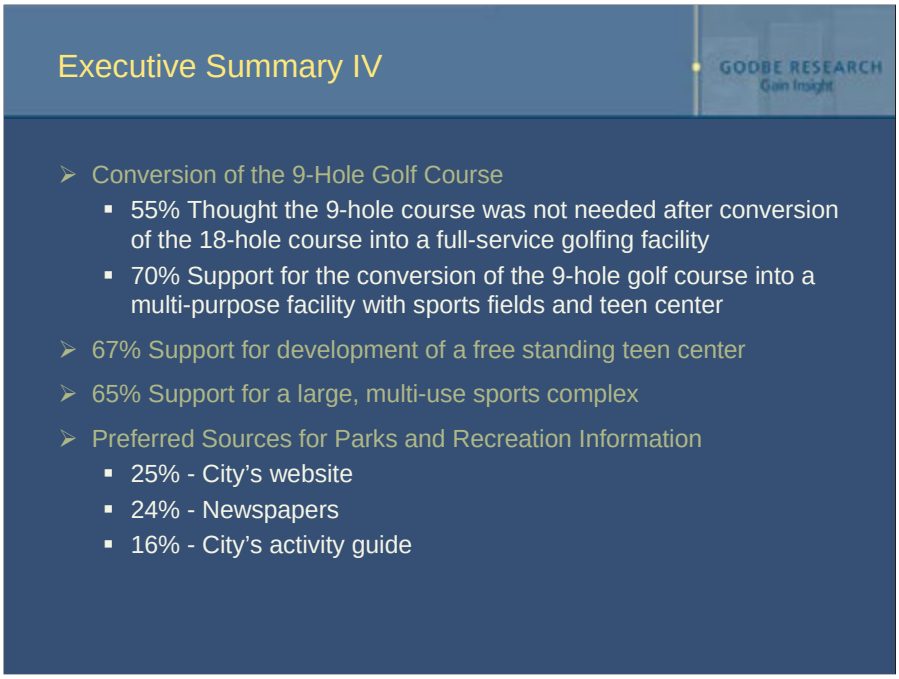
From the matrix plotting the importance of various sports, recreational activities, facilities, and programs and the usage reported for each one of them, several areas emerged as potential priorities for maintenance and improvements. These recommendations are based strictly on the survey analysis, and Godbe Research recognizes that other factors come into play in the Department's planning efforts.

The sports and recreational activities that were rated relatively high in importance as well as usage are: walking or hiking, swimming, biking, and jogging.

With respect to recreational facilities or sites, the top priorities for planning according to the survey analysis are open space parks, picnic areas, outdoor sports fields, trails, and swimming pools.

Finally, the recreational programs and classes identified as potential areas for improvement and maintenance include health and fitness programs, youth and adult programs, sports leagues, and music, arts and craft, and aquatics classes.

City of Sunnyvale: 2007 Parks and Recreation Survey



Potential Sports and Recreational Development Projects

When provided with information about the two golf courses in Sunnyvale, more than half of the respondents (55%) thought that a separate 9-hole golf course was not necessary if the 18-hole golf course were converted into a full-service golfing facility with the necessary amenities for training and warm-up purposes. Among these respondents, 70 percent were supportive of the conversion of the 9-hole golf course into a multipurpose facility with baseball and soccer ball fields, and a teen center. The residents between the age of 30 and 44, of Hispanic descent, and living in the zip code 94085 supported the development of the multipurpose facility for recreation.

Two-thirds of the surveyed residents (67%) were in support of the development of a free-standing teen center, rather than sharing space with other community uses. The support was especially stronger among the 30-to-44-year-old residents, of Hispanic descent, and living in the zip code 94085.

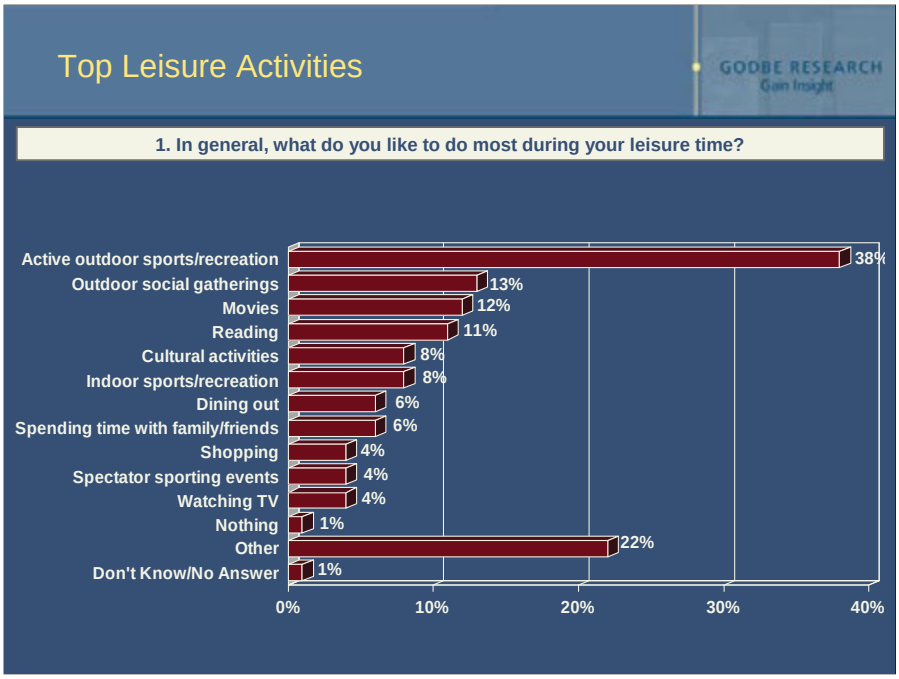
Likewise, 65 percent indicated their support for the development of a large, multi-use sports complex with baseball and soccer ball fields. In terms of subgroup differences, those between the age of 30 and 44, of Hispanic or Asian descent, and having children at home were more supportive of the multi-use sport complex.

Preferred Sources for Parks and Recreation Information

Finally, the sources that Sunnyvale residents referred to most often for getting information about parks and recreation in the City were "City's website" (25%), "Newspapers" (24%), and "City's Activity Guide" (16%). Substantially more of those younger than 60 years and of Asian descent used the City's website to get information about local parks and recreation. On the other hand, the Caucasian and Hispanic residents along with those not having children at home used newspapers to get this information, while the women used the City's activity guide for this purpose. Additionally, the residents of zip code 94089 used the City's activity guide as well as the newspapers for obtaining information about local parks and recreation services.

The Key Findings section of the report offers a question-by-question analysis of the survey, along with the differences in results observed across important respondent subgroups.

City of Sunnyvale: 2007 Parks and Recreation Survey



With the first substantive question in the survey, the respondents were asked to indicate what they like to do the most during their leisure time. This question was designed to gauge what Sunnyvale residents like to do in their own words (i.e., not prompted with multiple choices), and where the City's parks and recreational facilities and programs might fit into these residents' lifestyle and serve their most important past-times.

As shown in the chart above, 38 percent of the respondents stated that they liked "Active outdoor sports or recreational activities." A few of the other leisure activities mentioned by the respondents were "Outdoors social gatherings like picnicking or barbequing" (13%), "Movies" (12%), and "Reading" (11%). Another eight percent of the survey respondents cited "Cultural activities, like theater, musical or art performances" and "Indoor sports or recreational activities" as their favorite past-time activities.

Of particular relevance to the City of Sunnyvale Parks and Recreation Department, the priorities for planning could be facilities related to a few of the top past-time activities like active outdoor sports or recreation, outdoor social gatherings, cultural activities, and indoor sports or recreational activities.

Top Leisure Activities
Difference in Subgroups I

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	Gender		Age				Children in the Household	
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
Total	212	195	80	148	102	71	183	222
Active outdoor sports or recreational activities	43.6%	31.1%	44.6%	38.0%	34.1%	34.2%	42.8%	33.0%
Outdoor social gatherings, like picnicking or barbequing	10.1%	15.4%	10.0%	13.9%	13.6%	12.7%	13.4%	12.1%
Movies	10.4%	14.6%	16.4%	12.3%	11.4%	9.5%	9.3%	14.8%
Reading	6.4%	15.5%	7.3%	10.4%	13.0%	11.7%	6.6%	14.2%
Cultural activities, like theater, musical or art performances	7.8%	8.0%	3.0%	5.4%	9.7%	15.2%	4.3%	10.9%
Indoor sports or recreational activities	6.2%	9.0%	4.1%	5.2%	13.9%	7.4%	5.9%	9.0%

In addition to looking at the overall results for a particular question, it is also useful to examine the responses given by the participants from different demographic and behavioral groups. Throughout this report, the segmentation cuts in which the City of Sunnyvale is particularly interested are included, with statistically significant differences in any segment called out. For percentages and means broken down by other segments not explicitly discussed in this detailed portion of the report, please see Appendix E.

Gender

A significantly higher percentage of the men cited “Active outdoor sports or recreational activities” as their favorite past-time activities, while a higher percentage of the women liked “Reading” during their leisure time.

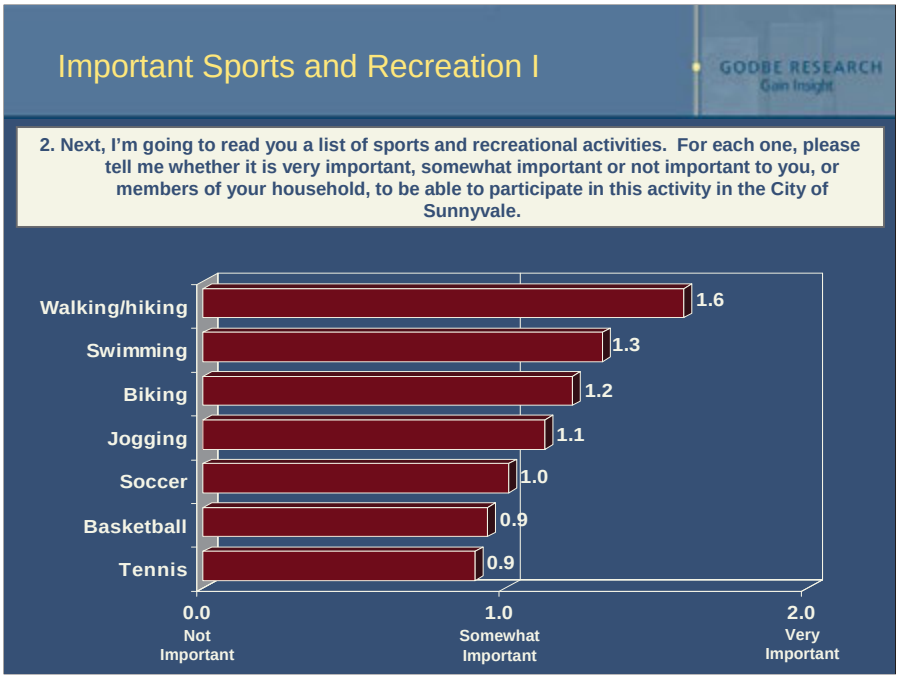
Age

“Cultural activities, like theater, musical or art performances” was a favorite leisure activity for a higher percentage of the 60-years-and-older residents than for the 18-to-29-year-old respondents.

Children in the Household

A higher percentage of those having children at home liked “Active outdoor sports and recreational activities,” whereas more of those not having children at home liked “Reading” and “Cultural activities, like theater, musical or art performances.”

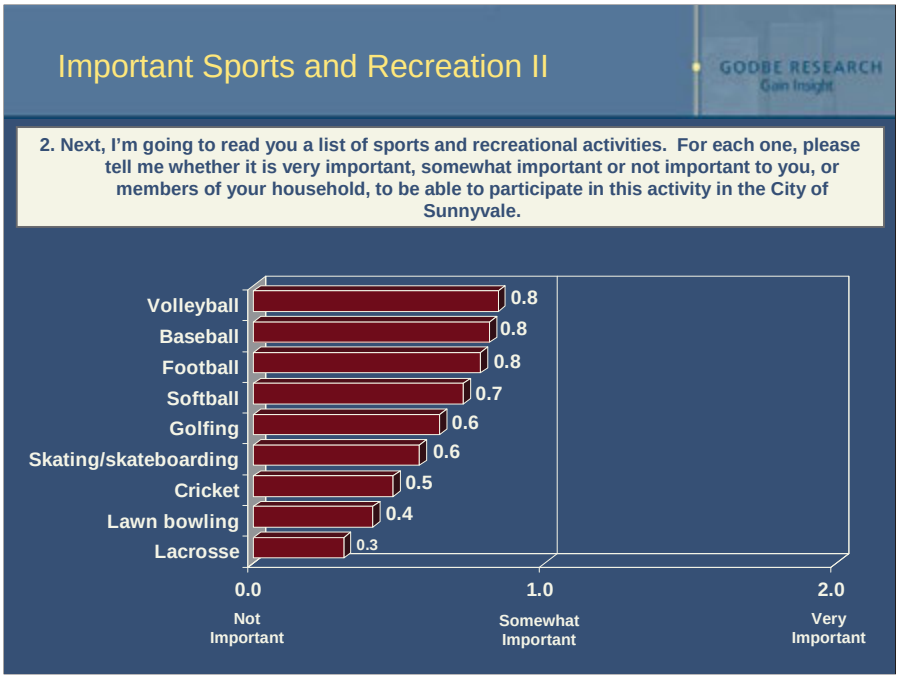
City of Sunnyvale: 2007 Parks and Recreation Survey



With the next question in the survey, the respondents were given a list of 16 specific sports and recreational activities and were asked to rate the importance of each sport or recreational activity to them or to the members of their household. The responses to this question were recoded such that mean scores could be calculated ("Very Important" = +2, "Somewhat Important" = +1, "Not Important" = 0).

The chart above shows that five of the 16 sports and recreational activities tested were rated as at least "Somewhat Important" by the residents of Sunnyvale. In particular, the average respondent attributed the highest importance to "Walking or hiking," with a mean score of 1.6. Following this, "Swimming" (1.3), "Biking" (1.2), and "Jogging" (1.1) were rated next in the order of importance. To a lesser extent, active sports like "Soccer" (1.0), "Basketball" (0.9), and "Tennis" (0.9) were also considered as somewhat important by the Sunnyvale residents.

To put these mean scores into perspective, the percentage breakdown for one of the most important recreational activities, "Walking or hiking," was 65 percent "Very Important," 28 percent "Somewhat Important," seven percent "Not Important," and one percent "Don't Know/No Answer."



Outside of the top tier of important sports, activities like volleyball, baseball, and football ranked relatively low in importance, each with a mean score of 0.8. Finally, the sports identified as the least important to the Sunnyvale residents include "Cricket" (0.5), "Lawn bowling" (0.4), and "Lacrosse" (0.3).

Again, to put these mean scores into perspective, the percentage breakdown for the least important sport, "Lacrosse," was six percent "Very Important," 19 percent "Somewhat Important," 71 percent "Not Important," and four percent "Don't Know/No Answer."

City of Sunnyvale: 2007 Parks and Recreation Survey

Important Sports and Recreation
Difference in Subgroups

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	Gender		Age			
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older
2I. Walking or hiking	1.5	1.7	1.6	1.6	1.7	1.4
2H. Swimming	1.3	1.4	1.4	1.6	1.3	0.9
2K. Biking	1.3	1.2	1.2	1.4	1.3	0.8
2J. Jogging	1.1	1.1	1.4	1.3	1.0	0.7
2F. Soccer	1.0	1.0	1.3	1.1	0.9	0.6
2B. Basketball	0.9	1.0	1.1	1.0	0.9	0.7
2A. Tennis	0.9	0.9	1.1	1.0	0.9	0.5

	Ethnicity				Children in the Household	
	Caucasian	Hispanic	Asian	Other	Yes	No
2I. Walking or hiking	1.6	1.6	1.6	1.4	1.6	1.6
2H. Swimming	1.2	1.4	1.5	1.2	1.6	1.1
2K. Biking	1.2	1.3	1.2	1.2	1.3	1.1
2J. Jogging	0.9	1.4	1.4	1.0	1.3	1.0
2F. Soccer	0.9	1.6	1.0	1.0	1.3	0.8
2B. Basketball	0.8	1.3	1.0	1.1	1.2	0.7
2A. Tennis	0.6	0.9	1.2	0.8	1.1	0.8

Gender

"Walking or hiking" was more important to the female respondents than to their male counterparts.

Age

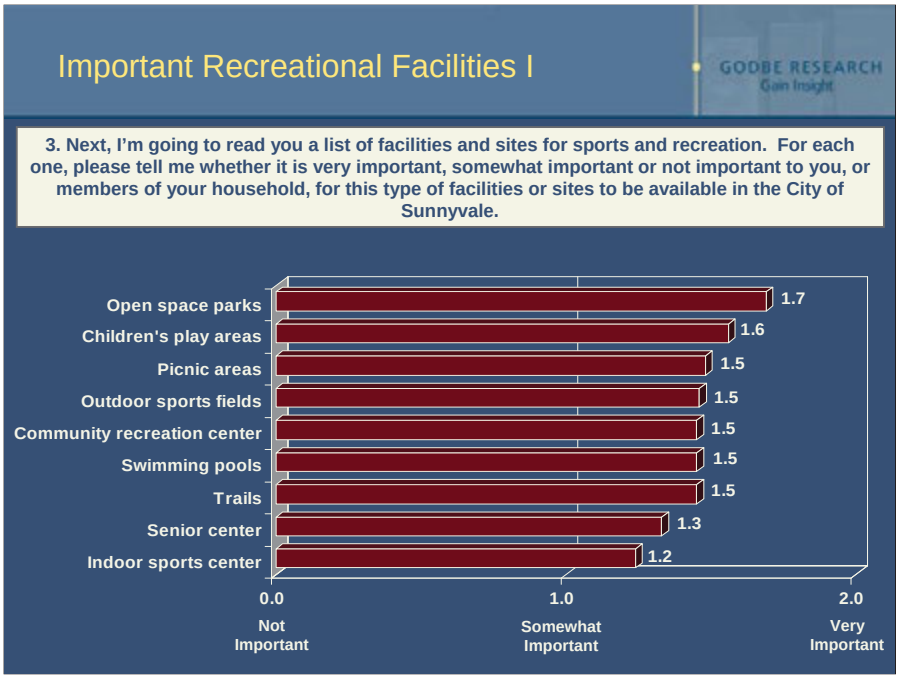
Each of the top seven activities were more important to the younger residents than to those over the age of 60 years. In particular, the 44-to-59-year-old respondents attributed more importance to "Walking or hiking," while biking, jogging, tennis, and swimming were more important to those younger than 60 years old. Similarly, "Basketball" was more important to the 18-to-29-year-old residents and "Soccer" was more important to the 18-to-44-year-old respondents.

Ethnicity

Overall, the Asian residents attributed more importance to swimming, tennis, and jogging than the Caucasian residents. On the other hand, active sports like soccer and basketball were more important to the Hispanic residents than to their Caucasian and Asian counterparts.

Children in the Household

All the top seven activities except for walking or hiking were significantly more important to the respondents having children at home.



Following the list of sports and recreational activities, the respondents were read a list of local facilities and sites for recreation, and were asked to rate the importance of each to their household. Here again, the responses were recoded to compute mean scores ("Very Important" = +2, "Somewhat Important" = +1, and "Not Important" = 0).

As illustrated in the chart above, "Open space parks, such as the Baylands Park" and "Children's play areas" emerged as the most important recreational facilities or sites to Sunnyvale residents, with mean scores of 1.7 and 1.6, respectively. Next in the order of importance were "Picnic areas," "Outdoor sports fields," "Community recreation center," "Swimming pools," and "Trails," each with a mean score of 1.5.

To gain a better perspective of these mean scores, the most important recreational facility or site, "Open space parks, such as Baylands Park" was rated as "Very Important" by 73 percent, "Somewhat Important" by 21 percent, and "Not Important" by five percent of the respondents.

In contrast to the most important recreational facilities and sites, "Community theater" (1.1), "Community meeting rooms" (1.1), "Tennis courts" (1.1), "Skate parks" (1.0), and "Golf courses" (0.8) garnered the lowest importance ratings.

In terms of percentages, the least important recreational facility or site, "Golf courses" was rated as "Very Important" by 22 percent, "Somewhat Important" by 30 percent, and "Not Important" by 47 percent of the respondents.

City of Sunnyvale: 2007 Parks and Recreation Survey

Important Recreational Facilities
Difference in Subgroups I

GODBE RESEARCH
Gain Insight

	Gender		Age			
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older
3H. Open space parks	1.7	1.7	1.7	1.7	1.7	1.5
3L. Children's play areas	1.6	1.6	1.7	1.7	1.4	1.2
3J. Picnic areas	1.5	1.5	1.5	1.6	1.4	1.2
3G. Outdoor sports fields	1.4	1.5	1.6	1.6	1.4	1.2
3Q. Community recreation center	1.4	1.6	1.5	1.5	1.5	1.3
3E. Swimming pools	1.4	1.5	1.5	1.5	1.4	1.2
3K. Trails	1.4	1.5	1.5	1.5	1.6	1.2

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
3H. Open space parks	1.7	1.6	1.7	1.6
3L. Children's play areas	1.4	1.7	1.7	1.7
3J. Picnic areas	1.4	1.5	1.5	1.5
3G. Outdoor sports fields	1.3	1.7	1.6	1.4
3Q. Community recreation center	1.4	1.5	1.5	1.5
3E. Swimming pools	1.3	1.6	1.6	1.4
3K. Trails	1.5	1.4	1.5	1.4

Gender

When compared to the men, the women in the survey attributed more importance to "Community recreation center."

Age

Similar to the importance of sports and recreational activities, most of the top facilities and sites for recreation were significantly more important to the younger residents than to those over the age of 60 years. More specifically, facilities like children's play areas, outdoor sports fields, and swimming pools were more important to the 18-to-44-year-old residents. Similarly, the 30-to-59-year-old residents found trails to be more important, while picnic areas were more important to those between the age of 30 and 44 years.

Ethnicity

When compared to the Caucasian residents, the Asians and Hispanics gave higher importance ratings to "Children's play areas" and "Outdoor sports fields." Additionally, "Swimming pools" were more important to the Asian than to the Caucasian residents.

Important Recreational Facilities
Difference in Subgroups II

GODBE RESEARCH
Gain Insight

	Children in the Household		Zip Code of Residence			
	Yes	No	94085	94086	94087	94089
3H. Open space parks	1.7	1.7	1.7	1.6	1.7	1.7
3L. Children's play areas	1.8	1.4	1.8	1.5	1.6	1.4
3J. Picnic areas	1.6	1.4	1.7	1.4	1.4	1.5
3G. Outdoor sports fields	1.6	1.3	1.6	1.5	1.5	1.4
3Q. Community recreation center	1.5	1.4	1.6	1.4	1.5	1.4
3E. Swimming pools	1.6	1.3	1.7	1.5	1.4	1.4
3K. Trails	1.5	1.4	1.5	1.4	1.5	1.5

Children in the Household

Recreational facilities like children's play areas, picnic areas, outdoor sports fields, community recreation center, and swimming pools were significantly more important to those with children at home than to those who do not.

Zip code of Residence

The residents of 94085 attributed more importance to swimming pools, children's play areas, and community recreation center, when compared to those residing in the zip codes 94086, 94087, and 94089, respectively.

The next question in the survey was designed to gauge the importance Sunnyvale residents attributed to various recreational programs and classes in the City. The responses were coded to calculate the mean importance score for each program or class tested ("Very Important" = +2, "Somewhat Important" = +1, and "Not Important" = 0).

Overall, Sunnyvale residents attributed at least some importance to two-thirds of the recreational programs and classes tested. Of these, "Health and fitness programs" emerged as the most important recreational program to Sunnyvale residents (1.5), followed by programs for the youth, adults, seniors, and physically or mentally challenged community members, each with a mean score of 1.3. In the third tier of important recreational programs were items such as "Music classes" (1.2), "Sports leagues" (1.1), "Arts or craft classes" (1.1), "Aquatics classes" (1.1), and "Dance classes" (1.0). As opposed to these programs, "Golf lessons" garnered the lowest importance ratings (0.6).

To put these mean scores into perspective, the most important "Health and fitness programs" were rated as "Very Important" by 58 percent of the respondents, "Somewhat Important" by 34 percent, and "Not Important" by eight percent. By contrast, the percentage breakdown for the least important "Golf lessons" was thirteen percent "Very Important," 36 percent "Somewhat Important," 51 percent "Not Important," and one percent "Don't Know/No Answer."

Important Recreational Programs
Difference in Subgroups I

GODBE RESEARCH
Gain Insight

	Gender		Age			
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older
4H. Health and fitness programs	1.4	1.6	1.6	1.6	1.4	1.2
4F. Youth programs	1.2	1.4	1.4	1.4	1.3	1.2
4N. Programs for physically or mentally challenged	1.2	1.5	1.5	1.3	1.3	1.3
4G. Adult programs	1.1	1.4	1.3	1.2	1.3	1.3
4E. Senior programs	1.1	1.4	1.2	1.1	1.3	1.5
4D. Music classes	1.1	1.2	1.3	1.3	1.1	1.0
4I. Sports leagues	1.1	1.3	1.3	1.4	1.1	0.8

Gender

The women respondents attributed more importance to health and fitness programs and to programs for youth, adults, seniors, and community members with physical or mental challenges.

Age

"Health and fitness programs" and "Sports leagues" were significantly more important to the 18-to-44-year-old than to the 60-years-and-older residents. As opposed to this, "Senior programs" were of more importance to the 60-years-and-older residents than to those between the ages of 18 and 44 years. In addition to this, the 30-to-44-year-old residents gave higher importance ratings to "Music classes" than the oldest age group.

Important Recreational Programs
Difference in Subgroups II

GODBE RESEARCH
Gain Insight

	Ethnicity				Children in the Household	
	Caucasian	Hispanic	Asian	Other	Yes	No
4H. Health and fitness programs	1.3	1.7	1.6	1.4	1.6	1.4
4F. Youth programs	1.3	1.6	1.3	1.5	1.5	1.2
4N. Programs for physically or mentally challenged	1.3	1.7	1.3	1.3	1.3	1.3
4G. Adult programs	1.2	1.7	1.2	1.2	1.2	1.3
4E. Senior programs	1.2	1.6	1.2	1.2	1.2	1.3
4D. Music classes	1.1	1.4	1.3	1.2	1.3	1.1
4I. Sports leagues	1.1	1.7	1.1	1.1	1.4	1.0

	Zip Code of Residence			
	94085	94086	94087	94089
4H. Health and fitness programs	1.6	1.4	1.5	1.5
4F. Youth programs	1.4	1.4	1.3	1.3
4N. Programs for physically or mentally challenged	1.6	1.2	1.4	1.2
4G. Adult programs	1.4	1.1	1.3	1.3
4E. Senior programs	1.4	1.2	1.2	1.2
4D. Music classes	1.4	1.3	1.1	1.0
4I. Sports leagues	1.4	1.1	1.1	1.2

Ethnicity

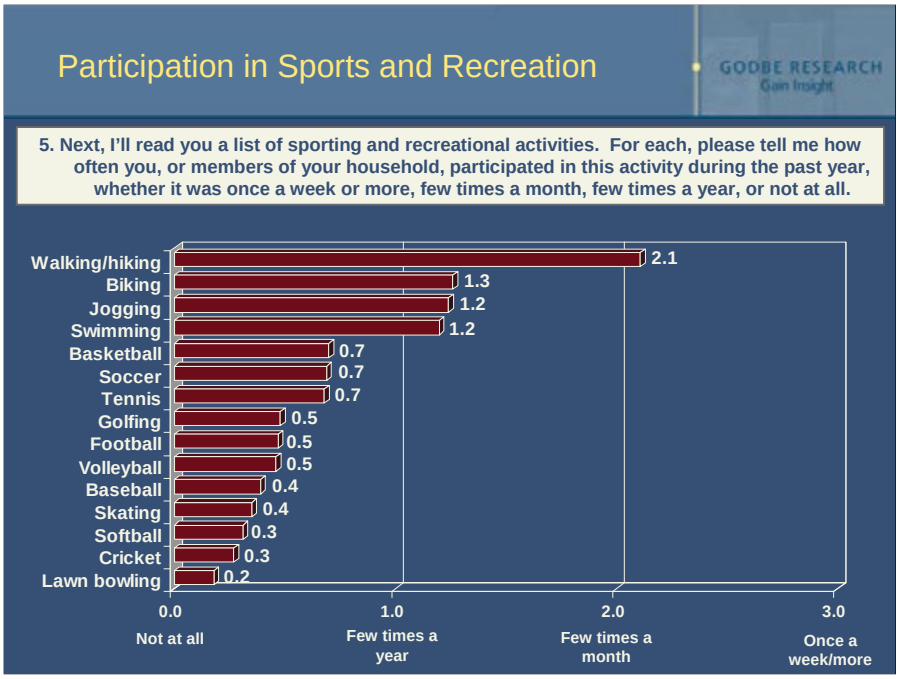
When compared to the Asian and Caucasian residents, those of Hispanic descent attributed more importance to sports leagues and programs for youth, adults, seniors, and for community members with physical or mental challenges. In addition to this, “Health and fitness programs” and “Music classes” were more important to Asian and Hispanic residents than to their Caucasian counterparts.

Children in the Household

Of the top seven items, music classes, youth programs, health and fitness programs, and sports leagues were more important to the residents having children at home.

Zip Code of Residence

The arts and craft classes were more important to the residents of 94085 than 94089. Likewise, adult programs and programs for community members with physical or mental challenges were more important to the residents of 94085 than 94086.



After identifying the importance, the survey respondents were presented with a list of the same 16 sports and recreational activities asked in Q2 and were asked to indicate the frequency at which they or members of their household participated in each activity. The responses to this question were recoded to compute mean scores: "Once a week or more" = +3, "Few times a month" = +2, "Few times a year" =+1, and "Not at all" = 0.

On average, Sunnyvale residents reported the most frequent participation in "Walking or hiking," with a mean score of 2.1. A few of the other sports and recreational activities in which the residents participated at least a few times a year were, "Biking" (1.3), "Jogging" (1.2), and "Swimming" (1.2). Active sports like basketball, soccer, and tennis garnered a mean participation rating of 0.7 (close to few times a year). On the other hand, the sports and activities in which the Sunnyvale residents reported the least participation include "Softball" (0.3), "Cricket" (0.3), and "Lawn bowling" (0.2).

To put these mean scores into perspective, the percentage breakdown for participation in the top activity "Walking or hiking" was 49 percent "Once a week or more," 25 percent "Few times a month," 14 percent "Few times a year," and twelve percent "Not at all." By contrast, the participation in the least popular activity, "Lawn bowling" was one percent "Once a week or more," three percent "Few times a month," nine percent "Few times a year," and 86 percent "Not at all." About one percent of the respondents did not know or did not provide any answer.

Participation in Sports and Recreation
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
5I. Walking or hiking	2.2	2.2	2.1	1.9	2.1	2.2
5K. Biking	1.3	1.6	1.2	0.6	1.4	1.1
5J. Jogging	1.9	1.5	0.9	0.5	1.5	1.1
5H. Swimming	1.4	1.5	0.9	0.8	1.5	0.9
5F. Soccer	1.1	0.9	0.4	0.2	1.1	0.3
5B. Basketball	1.1	0.8	0.6	0.2	1.0	0.5
5A. Tennis	1.0	0.9	0.5	0.2	0.9	0.5

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
5I. Walking or hiking	2.1	1.8	2.2	2.1
5K. Biking	1.2	1.2	1.4	1.2
5J. Jogging	0.8	1.4	1.7	1.2
5H. Swimming	0.9	1.0	1.6	1.2
5F. Soccer	0.4	1.2	0.9	0.7
5B. Basketball	0.5	1.1	0.8	0.8
5A. Tennis	0.4	0.5	1.1	0.7

Age

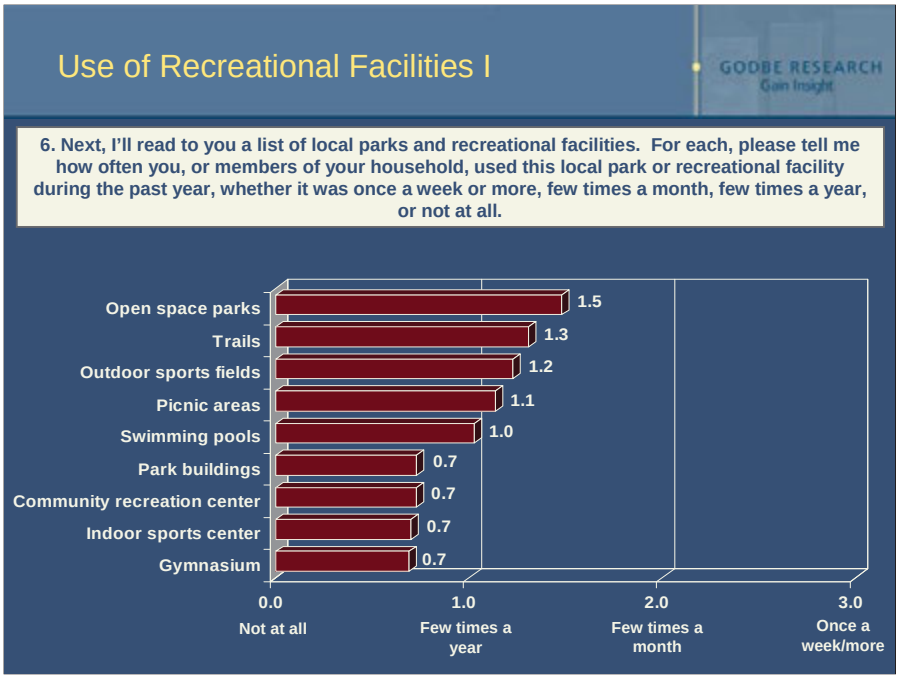
When compared to the 45-years-and-older respondents, those in the younger age groups reported more frequent participation in tennis, basketball, soccer, swimming, and jogging. Similarly, those between the ages of 18 and 59 years did biking more frequently than the 60-years-and-older residents.

Ethnicity

Overall, either Asian or Hispanic residents reported more frequent participation in six of the top sports and recreational activities. In particular, Hispanic and Asian residents participated more frequently in jogging and soccer, while Hispanics reported a more frequent participation in basketball. In addition to this, swimming and tennis were more popular among Asians than among those of Caucasian and Hispanic descent. Likewise, the Asian residents also participated more frequently in walking or hiking than their Hispanic counterparts.

Children in the Household

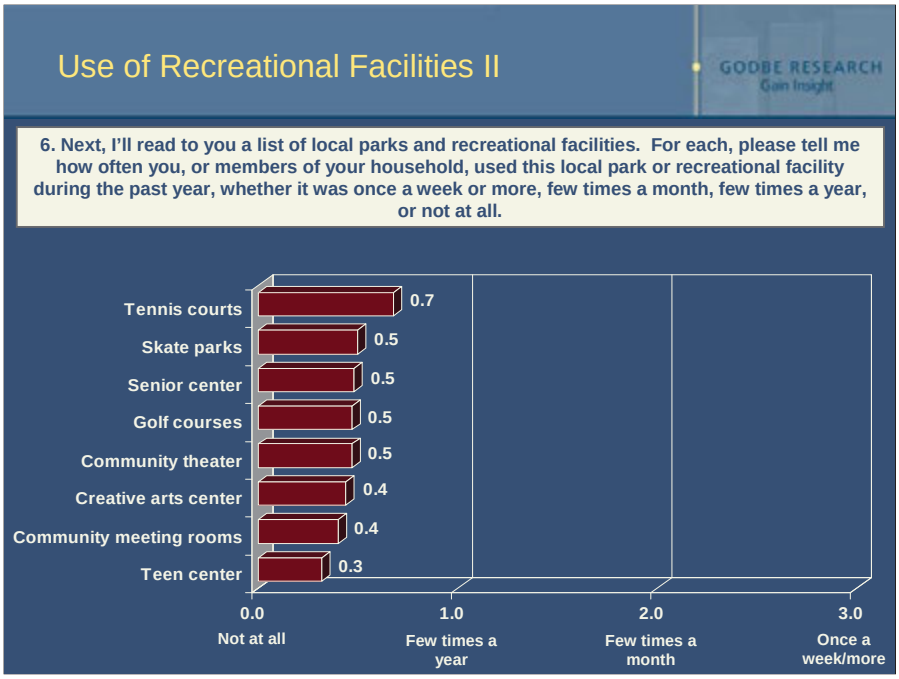
Those having children at home reported more frequent participation in each of the top seven activities excluding walking or hiking.



Similar to the sports and recreational activities, the respondents were presented with the same list of recreational facilities and sites as in Q3 to identify the ones that the Sunnyvale residents used the most frequently. Here again, the responses were recoded to compute mean scores: "Once a week or more" = +3, "Few times a month" = +2, "Few times a year" = +1, and "Not at all" = 0.

As seen from the chart above, the most frequent use was reported for "Open space parks, such as Baylands Park," with a mean score of 1.5. A few of the facilities and sites that the residents reported using at least a few times a year were "Trails" (1.3), "Outdoor sports fields" (1.2), "Picnic areas" (1.1), and "Swimming pools" (1.0).

To put these mean scores into perspective, the percentage breakdown for "Open space parks" was 22 percent "Once a week or more," 27 percent "Few times a month," 30 percent "Few times a year," and 22 percent "Not at all."



The least frequently used recreational facilities and sites were "Creative arts center" (0.4), "Community meeting rooms" (0.4), and "Teen center" (0.3).

Again, to gain better insights of the mean scores, the least used recreational facility, "Teen center," was used by three percent of the respondents "Once a week or more," by seven percent "Few times a month," by eight percent "Few times a year," and by 80 percent "Not at all." One percent of the survey participants did not provide any answer to the question.

Use of Recreational Facilities
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Gender		Age			
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older
6H. Open space parks	1.5	1.4	1.6	1.6	1.5	1.1
6K. Trails	1.4	1.3	1.7	1.3	1.4	0.8
6G. Outdoor sports fields	1.3	1.1	1.6	1.5	1.0	0.5
6J. Picnic areas	1.1	1.2	1.4	1.2	1.0	0.9
6E. Swimming pools	1.0	1.0	1.2	1.2	0.8	0.7

	Ethnicity				Children in the Household	
	Caucasian	Hispanic	Asian	Other	Yes	No
6H. Open space parks	1.3	1.8	1.6	1.3	1.6	1.4
6K. Trails	1.3	1.1	1.4	1.3	1.4	1.2
6G. Outdoor sports fields	0.9	1.6	1.5	1.3	1.6	0.9
6J. Picnic areas	1.0	1.3	1.2	1.2	1.3	1.0
6E. Swimming pools	0.8	1.0	1.4	0.9	1.3	0.8

Gender

The male respondents reported more frequent use of “Outdoor sports fields” than the women.

Age

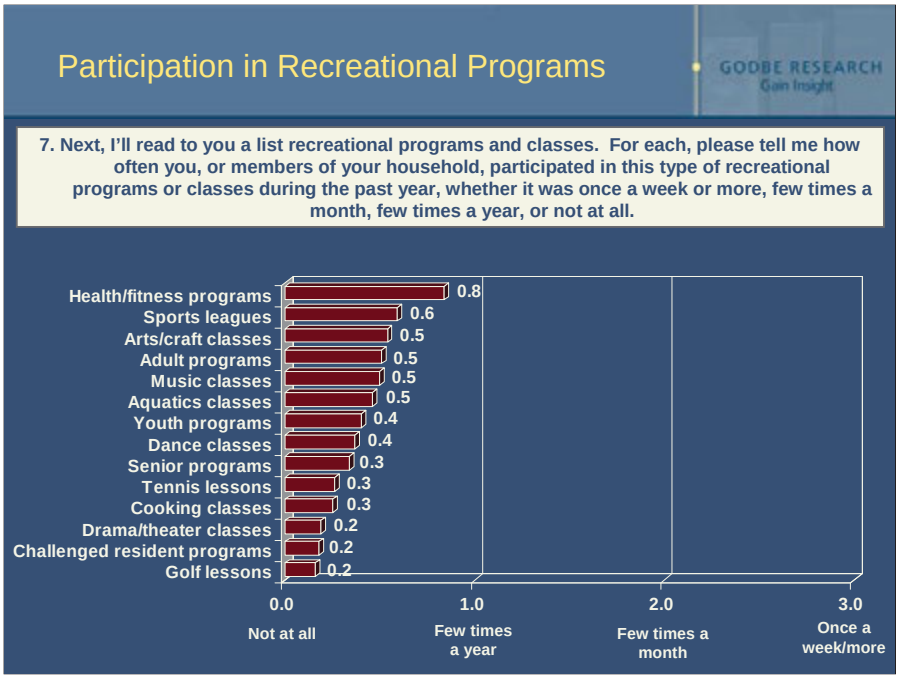
Each of the top five recreational facilities and sites were used more frequently by the younger age groups than by those over the age of 60. More specifically, swimming pools, picnic areas, and trails were used more frequently by the 18-to-44-year-old residents, while outdoor sports fields and trails were used more frequently by those between the ages of 45 and 59 years. In addition to this, 30-to-44-year-old residents used “Open space parks such as Baylands Park” more frequently than the oldest age group. Likewise, “Sports fields” were used more frequently by the 18-to-44-year-old than by the 45-years-and-older residents.

Ethnicity

When compared to the Caucasian residents, those of Asian descent used “Swimming pools” more frequently, while those of Hispanic descent used “Open space parks, such as the Baylands Park” more frequently. In addition to this, “Outdoor sports fields” were used more frequently by both the Asian and Hispanic than by the Caucasian residents.

Children in the Household

The residents having children in the household reported more frequent use of the swimming pools, outdoor sports fields, open space parks, and picnic areas.



Finally, the respondents were asked about their frequency of participating in various recreational programs and classes that were asked in Q4. Again, the mean participation scores are illustrated in the chart above ("Once a week or more" = +3, "Few times a month" = +2, "Few times a year" = +1, and "Not at all" = 0.)

On average, none of the programs and classes tested was participated in by the Sunnyvale residents at least a "Few times a year." Overall, the highest participation was reported for "Health and fitness programs" (0.8), followed by "Sports leagues" (0.6). By contrast, the programs garnering the lowest participation ratings include "Drama or theater classes," "Programs for community members with physical or mental challenges," and "Golf lessons," each with a mean score of 0.2.

To put these mean scores into perspective, the percentage breakdown for "Health and fitness programs" was 16 percent "Once a week or more," ten percent "Few times a month," 18 percent "Few times a year," and 57 percent "Not at all." As opposed to this, the percentage of participation in "Golf lessons" was two percent "Once a week or more," two percent "Few times a month," five percent "Few times a year," 90 percent "Not at all," and one percent "Don't Know/No Answer."

Participation in Recreational Programs
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
7H. Health and fitness programs	1.2	0.9	0.6	0.7	0.9	0.8
7I. Sports leagues	0.9	0.7	0.5	0.3	0.8	0.4
7A. Arts and craft classes	0.6	0.7	0.4	0.4	0.7	0.4
7G. Adult programs	0.5	0.5	0.5	0.7	0.5	0.5
7D. Music classes	0.5	0.7	0.3	0.3	0.7	0.3
7M. Aquatics classes	0.4	0.6	0.2	0.5	0.6	0.3

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
7H. Health and fitness programs	0.7	0.8	1.0	1.0
7I. Sports leagues	0.4	1.0	0.6	0.7
7A. Arts and craft classes	0.4	0.9	0.5	0.5
7G. Adult programs	0.5	0.7	0.5	0.5
7D. Music classes	0.3	0.7	0.7	0.3
7M. Aquatics classes	0.3	0.2	0.7	0.4

Age

When compared to the 45-to-59-year-old respondents, those between the ages of 30 and 44 years reported a more frequent participation in arts and craft, music, and aquatics classes. Similarly, the 18-to-29-year-old respondents participated in “Health and fitness programs” and in “Sports leagues” more frequently than the 45-to-59-year-old and 60-years-and-older respondents, respectively.

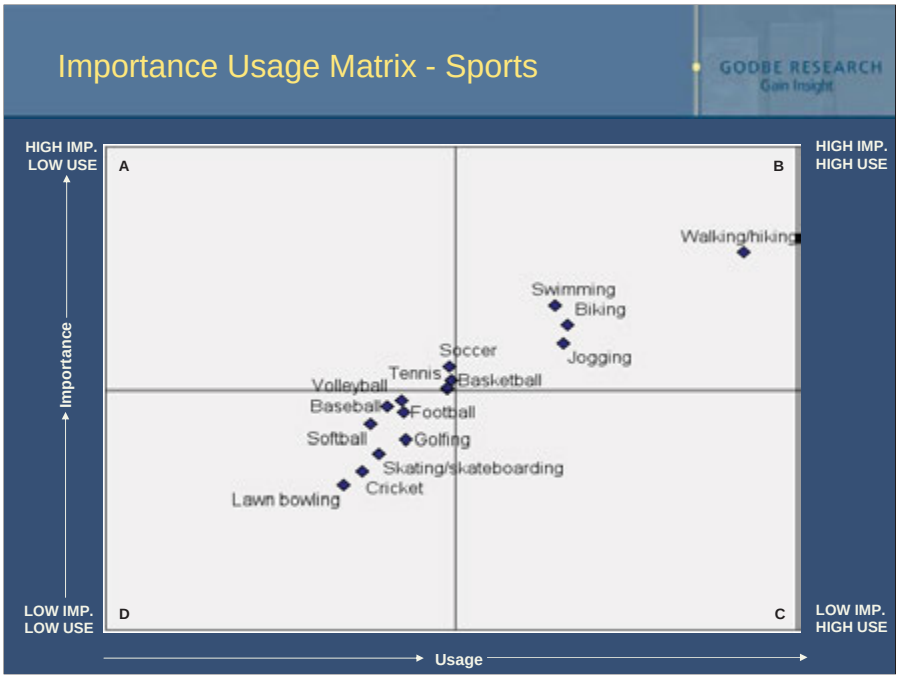
Ethnicity

Overall, the ethnic minorities reported more frequent participation in recreational programs and classes offered by the City of Sunnyvale. Specifically, the frequency of participation was reportedly higher in “Sports leagues” by the Hispanics, “Health and fitness programs” by the Asians, and “Music classes” by both Hispanics and Asians. Besides these, the Asians participated more frequently in “Aquatics classes” than the Caucasians and Hispanics, while the Hispanics participated in “Arts and craft classes” more frequently than the Caucasians and Asians.

Children in the Household

The respondents having children at home participated more frequently in “Arts and craft classes,” “Music classes,” Sports leagues,” and “Aquatics classes” than those not having children at home.

City of Sunnyvale: 2007 Parks and Recreation Survey



Plotting the average importance and participation in sports and recreational activities together allows us to derive which sports and recreational activities warrant the most attention for future planning efforts. To that end, Godbe Research presents the above importance-usage matrix.

In the figure above, the mean importance score for each of the 16 sports and recreational activities tested are plotted along the vertical axis, such that the most important sports are near the top of the figure, while the relatively less important sports appear toward the bottom of the graph. Similarly, the average respondent's self-rated participation in each of the sports or recreational activities appear along the horizontal axis, ranging from "Not at all" on the left to "Once a week or more" on the right. Please note that the above chart displays *relative* low/high importance/use. For example, an item in the low importance/low use quadrant has *relatively* low importance and low use *in comparison to* the other activities.

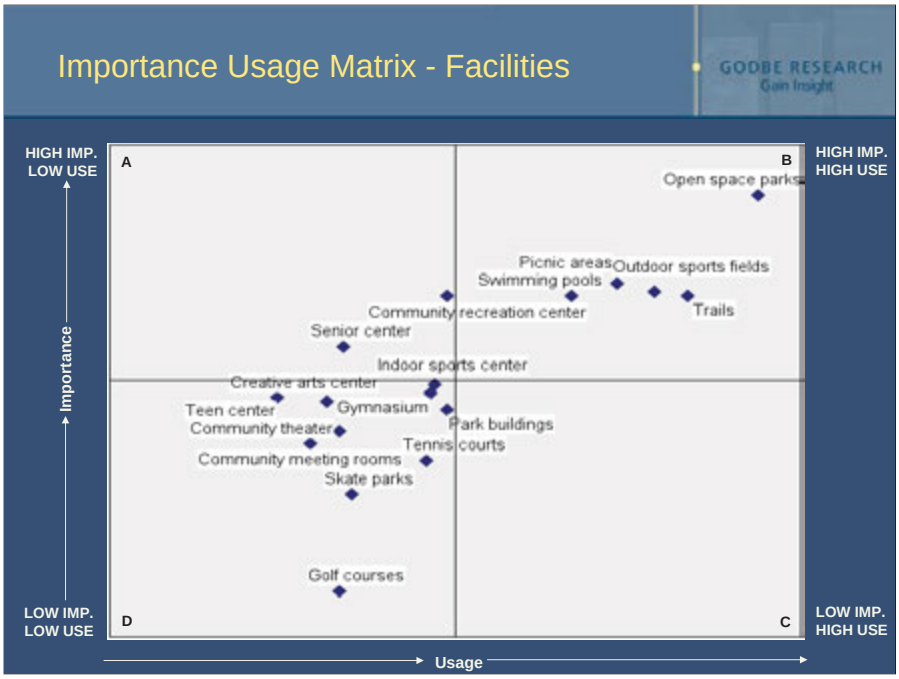
The matrix divides the 16 sports and recreational activities into the following four quadrants:

Quadrant B: Items in this quadrant – walking or hiking, swimming, biking, and jogging are relatively high in both importance and resident usage ratings. As such, the recreational facilities relating to these activities should receive the **highest priority attention** in maintenance and improvement efforts.

Quadrant A: This quadrant shows activities with relatively low usage but relatively high resident-perceived importance. The borderline cases that fall in this quadrant are soccer, basketball, and tennis. The facilities relating to these sports might be considered **second priority** for planning efforts, as they are used less frequently than those in Quadrant B.

Quadrant C: None of the tested sports and recreational activities were categorized in Quadrant C, which represents activities that have low importance and high usage ratings.

Quadrant D: Volleyball, football, baseball, softball, golfing, skating, cricket, and lawn bowling that appear in this quadrant received relatively low importance ratings and are also lower in resident expressed usage, when compared to the other sports and recreational activities. Therefore, these might be considered the **lowest priority** for maintenance and improvement efforts.



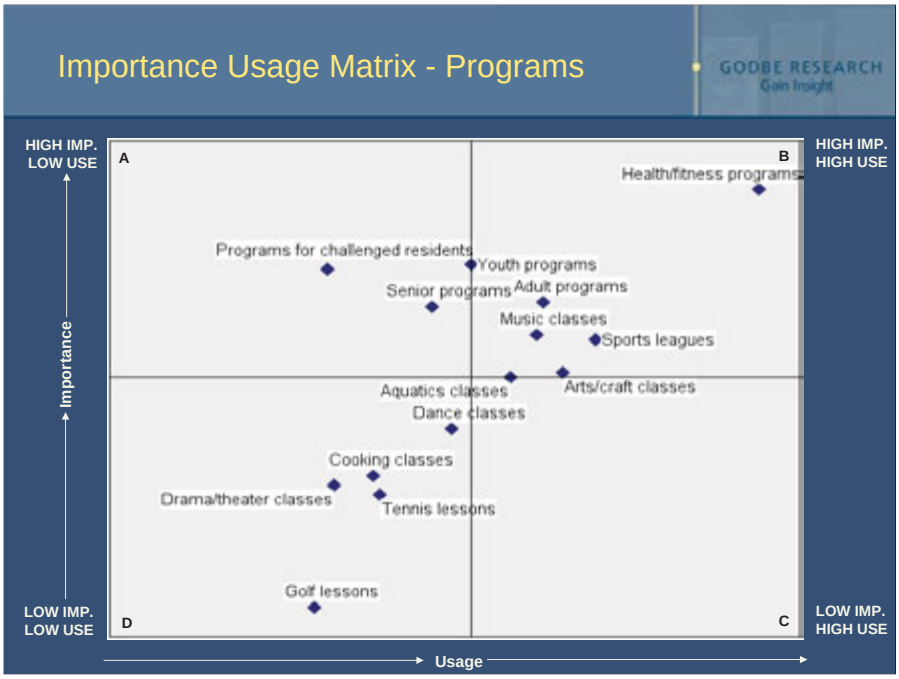
Similar to the sports and recreational activities, the above diagram illustrates an importance-usage matrix for the recreation facilities and sites tested in Q3 and Q6 in the survey. Again, the 17 recreational facilities and sites are classified in the following four quadrants.

Quadrant B: The recreational facilities and sites in this quadrant were rated relatively high in importance as well as usage. The facilities that are categorized in the quadrant are open space parks, picnic areas, outdoor sports fields, trails, and swimming pools. These facilities should receive the **highest priority** attention in the department's planning efforts.

Quadrant A: The items in this quadrant – senior center and community recreation center – were used less often than the ones in Quadrant B, but are reportedly high in resident importance. As such, these might be considered as **second priority** for maintenance and improvement efforts.

Quadrant C: None of the tested parks and recreational facilities were categorized in Quadrant C.

Quadrant D: This quadrant presents the facilities that were rated as relatively low in importance as well as usage. Therefore, these would be the **lowest priority** for improvement efforts. The facilities in this quadrant are creative arts center, gymnasium, teen center, community theater, community meeting rooms, tennis courts, skate parks, golf courses, and the borderline case of indoor sports center.



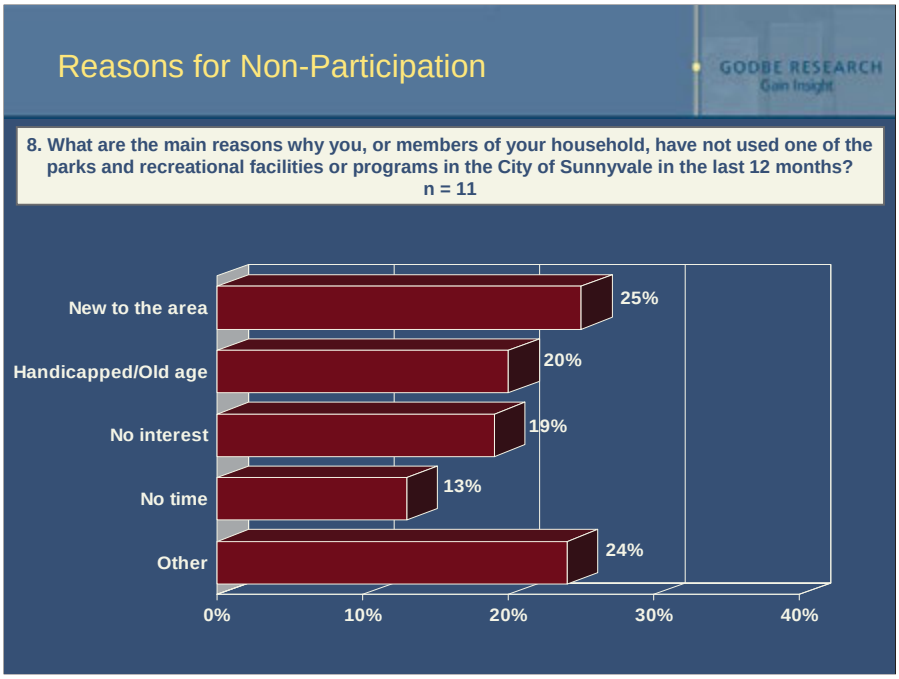
The tested importance and usage of various recreational programs and classes are plotted in the chart above, with importance on the vertical axis and usage on the horizontal axis. Similar to the charts on the previous two pages, the 14 recreational programs and classes are divided into the following four quadrants.

Quadrant B: The recreational programs classified in this quadrant – health and fitness programs, adult programs, music classes, sports leagues, and the borderline cases of youth programs, arts and crafts classes, and aquatics classes – were rated as relatively high in importance as well as participation by the Sunnyvale residents. Therefore, these programs warrant the **highest priority** attention in planning efforts.

Quadrant A: The only two items categorized in this quadrant are senior programs and programs for community residents with physical or mental challenges. Being rated as high in importance but low in resident usage, these programs might be considered to be the **second priority** for maintenance and improvement efforts.

Quadrant C: None of the tested items were categorized in the high use and low importance quadrant.

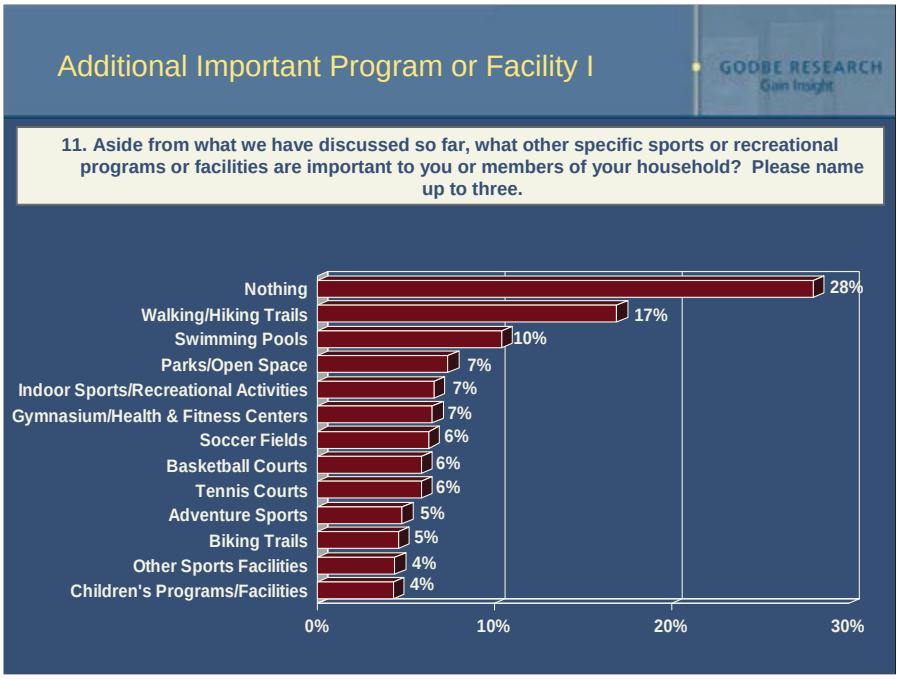
Quadrant D: Finally, the programs and classes that were rated as relatively low in importance as well as usage are presented in Quadrant D. Therefore, these would be the **lowest priority** for maintenance and improvement efforts. The facilities in this quadrant are dance classes, cooking classes, drama or theater classes, tennis lessons, and golf lessons.



The 11 respondents who reported not using any of the City's recreational facilities or sites or who did not participate in any of the tested recreational programs and classes were asked about the reason for non-usage or non-participation. Because of the small sample size, these results are anecdotal, and should not be over-generalized.

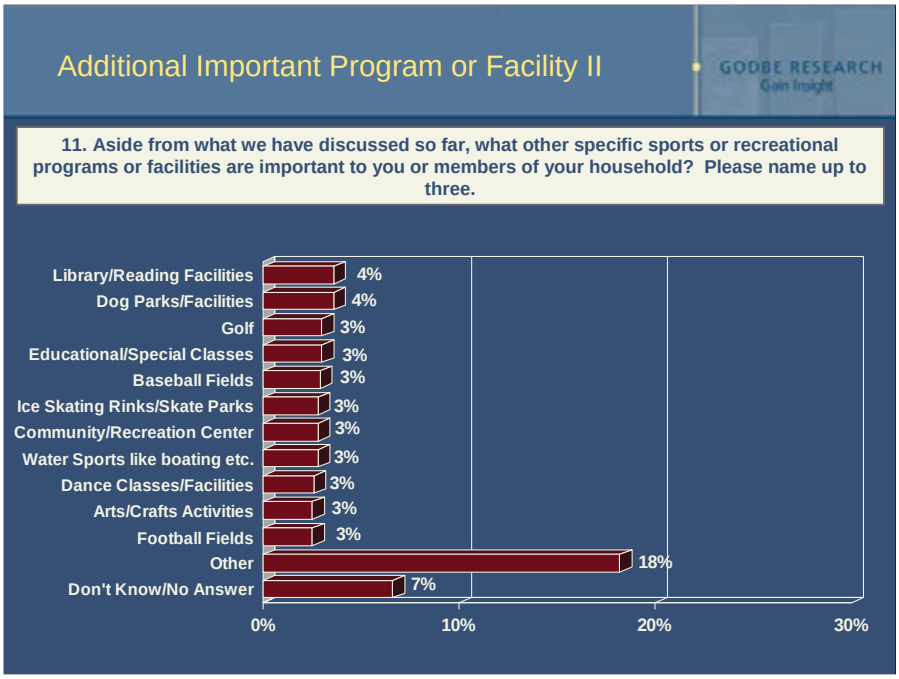
Overall, a few of the reasons mentioned for non-usage of the tested recreational facilities were "New to the area" (25%), "Handicapped or old age" (20%), "No interest" (19%), and "No time" (13%).

Due to the small sample size, segmentation analysis was not performed on this question.



In an open-ended format (i.e., without prompting response choices), the survey participants were asked to indicate other recreational programs or facilities that were important to them or to the members of their household.

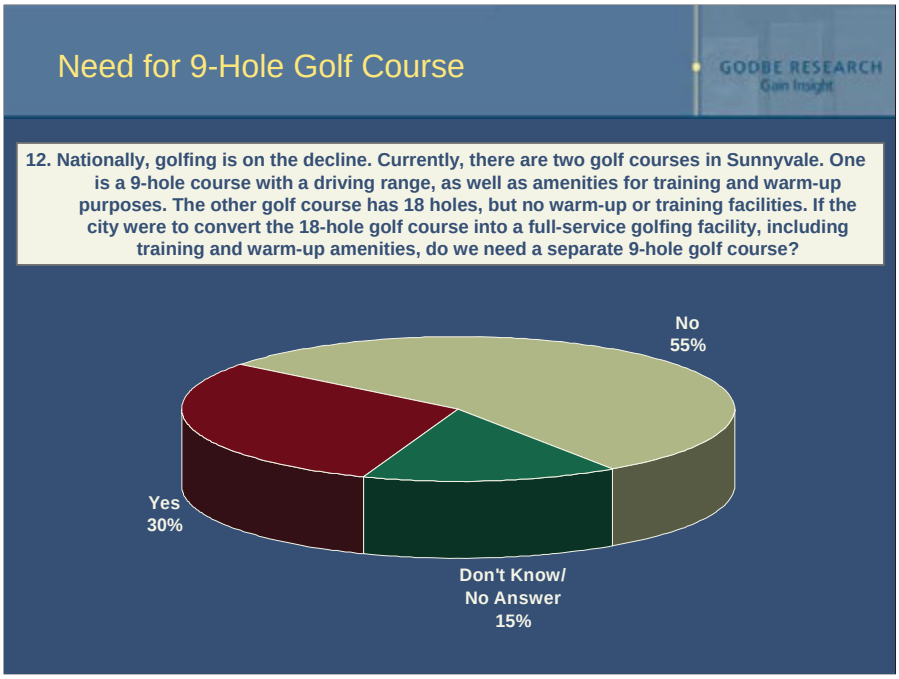
As illustrated in the chart above, 28 percent of the respondents stated that there was “Nothing” more than the tested sports and recreational programs or facilities that were important to them or to the members of their household. Some of the residents reiterated the importance of “Walking or hiking trails” (17%) and “Swimming pools” (10%). A few of the less prominent responses to this question were, “Parks or open space” (7%), “Indoor sports or recreational activities” (7%), and “Gymnasium or health and fitness centers” (7%).



The chart above is a continuation of additional recreational programs or facilities that are important to Sunnyvale residents. The list also includes activities and programs like community recreation center, water sports, dance classes and facilities, arts and craft activities, football fields, etc. that were mentioned by about three percent of the survey respondents.

Since most of the top responses to this question were reiterations of recreational activities, programs and facilities tested in the earlier questions, the subgroup differences have not been presented here.

City of Sunnyvale: 2007 Parks and Recreation Survey

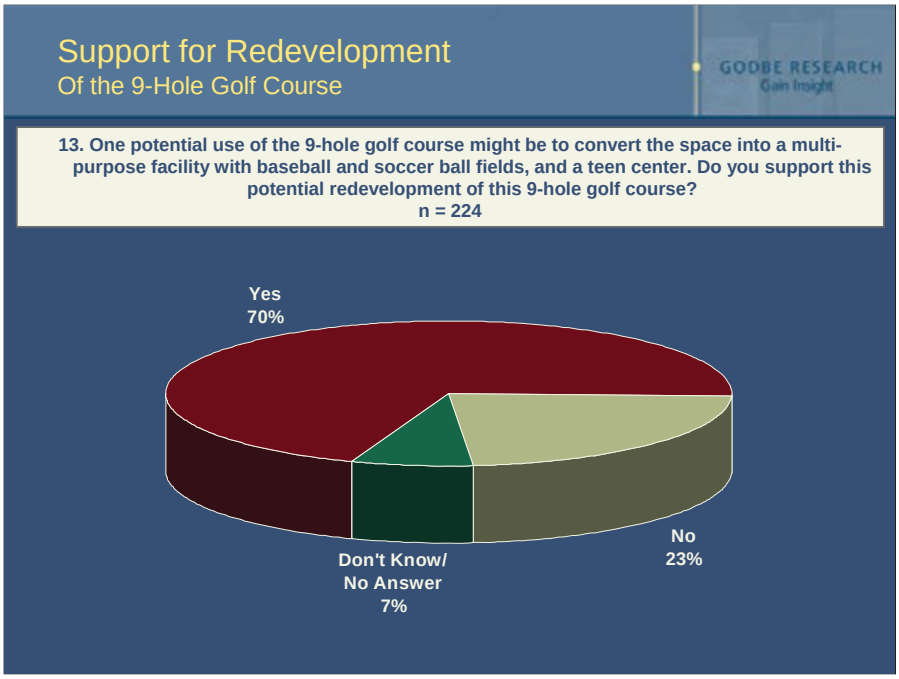


The next section in the survey focused on learning resident views about various potential sports and recreational (re-)development projects in Sunnyvale.

The first question in this section gave the respondents a little background of current facilities for golfing in the City. Here, they were told about the two golf courses in Sunnyvale, one being an 18-hole golf course without warm-up or training facilities and the other being a 9-hole golf course, which has a driving range and amenities for training and warm-up. Next, they were asked if they thought the 9-hole golf course was needed, if the 18-hole golf course were converted into a full-service golfing facility, including training and warm-up amenities.

In response to this, three in ten respondents (30%) thought that the 9-hole golf course was still needed, even if the 18-hole golf course was converted in a full-service golfing facility. On the other hand, 55 percent thought that the smaller golf course was not required, if the larger one was converted to accommodate the required amenities. About 15 percent of the respondents did not render an opinion on this issue.

In the comparison of responses across subgroups for this question, no significant differences were observed.



The respondents who did not want the separate 9-hole golf course were asked a follow-up question, where they were told about the potential conversion of the 9-hole golf course into a multi-purpose facility with baseball and soccer fields, and a teen center. Given this information, the respondents were asked if they supported the potential redevelopment of the 9-hole golf course.

In response to this, seven in ten respondents (70%) reported their support, whereas 23 percent were opposed to the conversion of the 9-hole golf course into a multi-purpose facility with sports fields and a teen center.

Redevelopment of Golf Course
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Age				Ethnicity			
	18 to 29	30 to 44	45 to 59	60 or older	Caucasian	Hispanic	Asian	Other
Total	43	90	54	33	87	27	87	13
Yes	68.1%	78.7%	73.9%	47.7%	70.1%	92.5%	65.6%	64.5%
No	14.9%	19.9%	19.3%	43.1%	24.3%	0.0%	26.6%	30.5%
Don't Know/No Answer	17.0%	1.4%	6.8%	9.2%	5.6%	7.5%	7.9%	4.9%

	Zip Code of Residence			
	94085	94086	94087	94089
Total	40	64	81	38
Yes	86.2%	70.3%	59.6%	76.9%
No	10.0%	25.3%	33.5%	8.8%
Don't Know/No Answer	3.8%	4.3%	6.9%	14.3%

Age

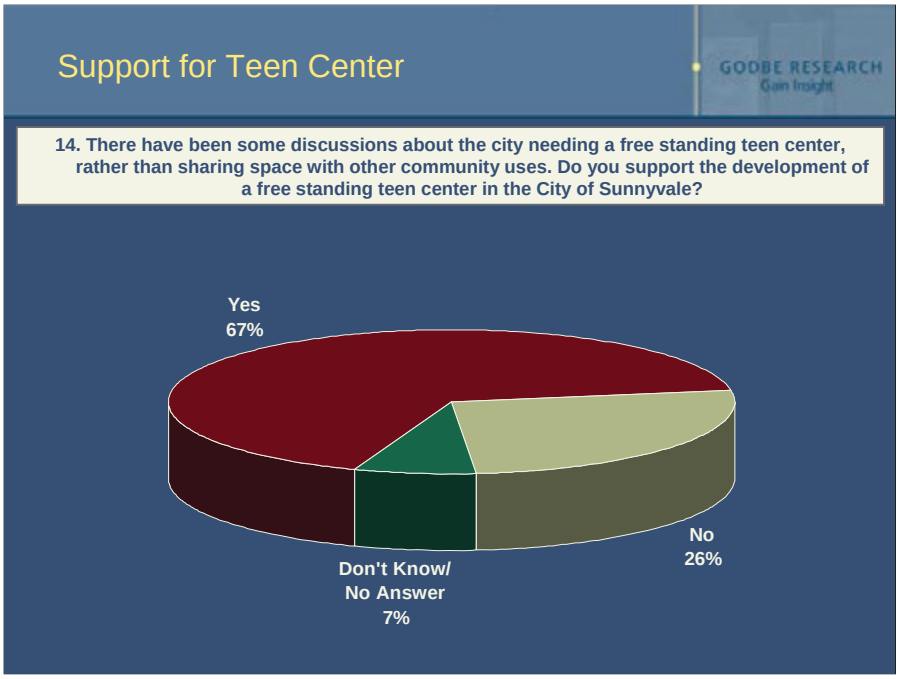
A significantly higher percentage of the 30-to-44-year-old respondents supported the redevelopment of the 9-hole golf course into a multi-purpose facility with baseball and soccer ball fields, and a teen center, when compared to those over the age of 60 years. By contrast, a higher percentage of the 60-years-and-older respondents reported their opposition to this project than the 18-to-29-year-old respondents.

Ethnicity

When compared to the Asian respondents, a significantly higher percentage of the Hispanic respondents supported the redevelopment of the 9-hole golf course into a multi-purpose facility.

Zip Code of Residence

A higher percentage of the 94085 residents than those living in zip code 94087 supported the redevelopment of the 9-hole golf course into a multi-purpose facility, whereas a higher percentage of the 94087 residents than those residing in 94085 and 94089 opposed this project.



In the next question, the respondents were asked about their support for a free-standing teen center in the City of Sunnyvale, rather than sharing space with other community uses.

As illustrated in the chart above, two-thirds of the respondents (67%) supported the development of a free-standing teen center, whereas 26 percent did not think this is necessary. About seven percent of the residents surveyed did not render an opinion.

Support for Teen Center
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Age				Ethnicity			
	18 to 29	30 to 44	45 to 59	60 or older	Caucasian	Hispanic	Asian	Other
Total	80	148	102	71	163	57	152	19
Yes	68.5%	75.7%	59.4%	57.6%	63.1%	87.2%	63.5%	68.7%
No	24.1%	17.3%	35.6%	30.7%	27.0%	12.8%	29.4%	18.2%
Don't Know/No Answer	7.4%	7.0%	5.0%	11.7%	9.9%	0.0%	7.2%	13.1%

	Zip Code of Residence			
	94085	94086	94087	94089
Total	63	113	162	69
Yes	68.7%	75.8%	60.6%	65.8%
No	24.0%	17.9%	31.5%	26.9%
Don't Know/No Answer	7.3%	6.2%	8.0%	7.3%

Age

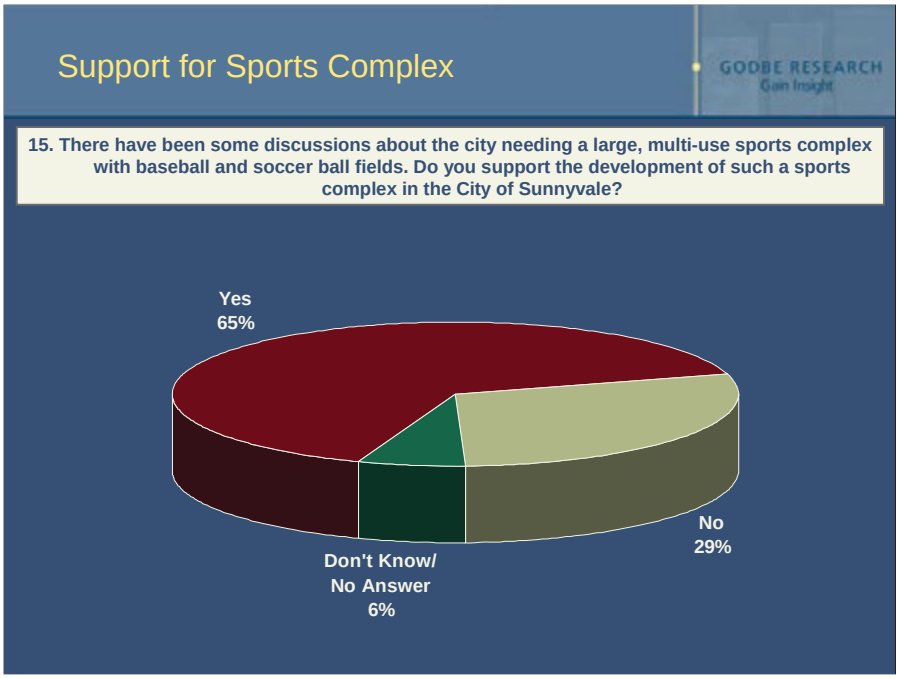
A higher percentage of those between the ages of 30 and 44 years reported their support for the free standing teen center than the 45-years-and-older residents.

Ethnicity

The percentage of Hispanic respondents who were in support of the development of the teen center was significantly higher when compared to the Caucasian and Asian respondents who reported the same.

Zip Code of Residence

There was greater support for the development of a teen center among the residents of zip code 94086 than among those living in 94087.



The respondents were also asked if they would support the development of a large, multi-use sports complex with baseball and soccer fields in the City of Sunnyvale.

In response to this, 65 percent reported their support for the potential project, while 29 percent were opposed to it. About six percent of the respondents did not know or provided no answer to the question.

Support for Sports Complex
Difference in Subgroups

GODBE RESEARCH
Gain Insight

	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
Total	80	148	102	71	183	222
Yes	72.2%	74.9%	55.5%	52.4%	78.2%	54.7%
No	23.0%	18.3%	39.3%	38.4%	18.4%	36.5%
Don't Know/No Answer	4.8%	6.8%	5.1%	9.2%	3.4%	8.7%

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
Total	163	57	152	19
Yes	55.9%	82.3%	71.0%	66.6%
No	38.8%	11.1%	21.6%	27.4%
Don't Know/No Answer	5.3%	6.7%	7.3%	6.0%

Age

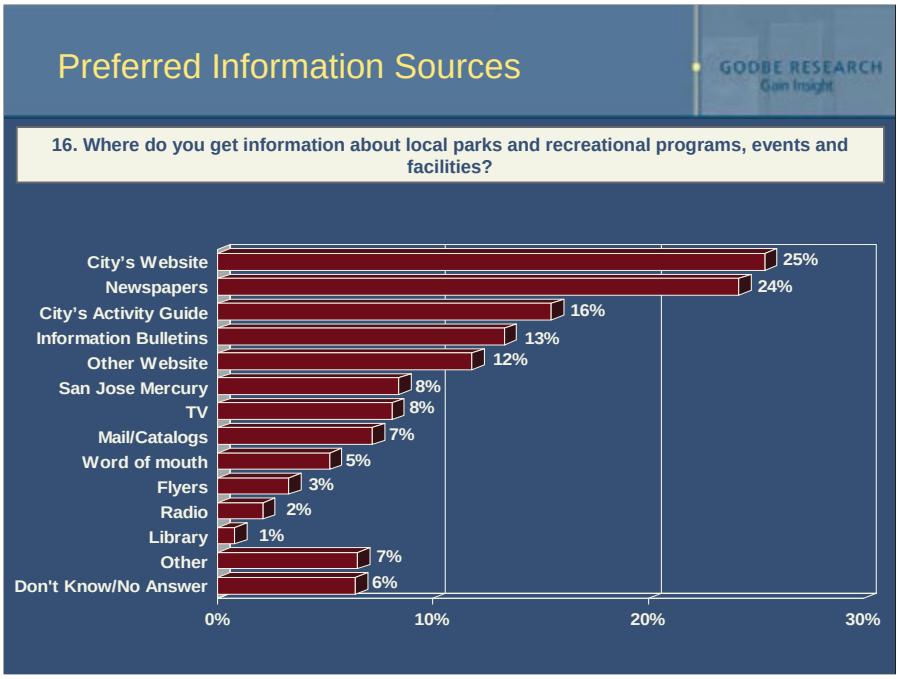
A higher percentage of the 30-to-44-year-old respondents supported the development of a large, multi-use sports complex with baseball and soccer ball fields, when compared to their older counterparts.

Ethnicity

When compared to the Caucasian respondents, a significantly higher percentage of the Hispanic and Asian respondents supported the development of the multi-use sports complex.

Children in the Household

Respondents having children at home supported the development of the multi-use sports complex, while those not having children at home were opposed to its development.



The final question in the survey focused on identifying the top sources that the Sunnyvale residents used to get information about local parks and recreational programs, events and facilities.

The highest percentage of the respondents reported using the "City's website" (25%) and "Newspapers" (24%) to obtain parks and recreation information in the City. Few of the less prominent information sources used were "City's Activity Guide" (16%), "City's Information Bulletins" (13%), and "Other websites" (12%).

Preferred Information Sources
Difference in Subgroups I

GODBE RESEARCH
Gain Insight

	Gender		Age			
	Male	Female	18 to 29	30 to 44	45 to 59	60 or older
Total	212	195	80	148	102	71
City's Website	27.6%	22.9%	28.7%	32.3%	26.1%	4.8%
Newspaper - others	23.0%	25.6%	29.5%	17.0%	24.1%	32.4%
City's Activity Guide	8.6%	23.1%	11.6%	15.9%	18.5%	16.2%
City's Information Bulletins	14.1%	12.3%	8.3%	14.8%	18.8%	8.4%
Other Website	9.4%	14.4%	10.4%	13.5%	10.3%	12.8%

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
Total	163	57	152	19
City's Website	19.7%	19.7%	33.4%	20.7%
Newspaper - others	32.0%	35.2%	13.8%	19.2%
City's Activity Guide	13.8%	23.4%	16.7%	5.6%
City's Information Bulletins	14.3%	16.2%	12.4%	12.8%
Other Website	12.3%	12.6%	9.7%	17.2%

Gender

A significantly higher percentage of the women than the men used the "City's Activity Guide" for obtaining information about local parks and recreation in the City.

Age

A higher percentage of the 18-to-59-year-old residents than their older counterparts used the "City's website" for getting local parks and recreation information.

Ethnicity

A substantially higher percentage of the Asian than the Caucasian respondents used "City's website" as an information source, while a higher percentage of the Caucasian and Hispanic respondents used newspapers as a source for getting information on local parks and recreational facilities.

Preferred Information Sources
Difference in Subgroups II

GODBE RESEARCH
Gain Insight

	Children in the Household		Zip Code of Residence			
	Yes	No	94085	94086	94087	94089
Total	183	222	63	113	162	69
City's Website	27.9%	23.5%	27.8%	28.7%	24.7%	18.9%
Newspaper - others	18.9%	28.2%	20.4%	18.1%	30.0%	24.2%
City's Activity Guide	18.2%	13.5%	18.6%	11.0%	12.0%	28.4%
City's Information Bulletins/Newsletters	13.8%	13.0%	7.9%	9.3%	13.4%	24.3%
Other Website	10.7%	12.8%	17.1%	8.4%	12.1%	11.7%

Children in the Household

A higher percentage of the respondents not having children at home reported using newspapers for obtaining local parks and recreational information.

Zip Code of Residence

When compared to the residents of 94086, a higher percentage of those living in the zip code 94089 used the "City's Activity Guide," "City's Information Bulletin," and "Newspapers" to get information about parks and recreation. Similarly, newspapers were used as an information source by a higher percentage of the 94085 than by the 94086 residents.

COMMUNITY WEB SURVEY SUMMARY

The following graphs provide key findings of the Community Web Survey which gathered community input through the Parks of the Future website in early 2008.

Sunnyvale Parks and Recreation Department

Parks of the Future Plan

Web Survey Summary
April 25, 2008

Prepared by:

MIG

Executive Summary

The City of Sunnyvale Parks and Recreation Department is developing the Parks of the Future Plan to guide parks and recreation facilities planning for the next 20 years. The department has been seeking community input and involvement in this process in order to better serve community needs in the future.

The project website, www.parksofthefuture.com, was launched in January 2008. Along with providing basic information about the planning process, the site hosted an online web survey designed to collect opinion about community preferences for parks and reaction activities. As David Lewis, Park and Recreation Department Director stated, "the survey responses will help city officials accomplish their goal of creating community through people, parks and programs!"

The survey was designed to determine residents' perceptions of the Parks and Recreation Department's provision of services; assess residents' perceptions of facility and program needs; evaluate residents' priorities for future park and recreation efforts; and gather attitudinal, demographic, and behavioral information to profile park users and non-users. It also allowed residents to provide additional comments and opinions about parks and recreation programming in Sunnyvale.

More than 800 people responded to the survey. Some highlights of the results include:

- When asked to identify their preferred activities, and given multiple choices, 80.4% of respondents indicated they prefer to participate in active sports or recreational activities during their leisure time.

- 65.4% of respondents indicted they visited Sunnyvale parks at least once a week or more. 31.2% indicated that children's play areas were the recreational facilities they used the most.

- Slightly more than half (53%) of respondents indicated that the community had "about enough" parks and facilities. Less than one percent indicated there were "too many".

- Almost 40% of respondents indicated the system could be most improved by upgrading existing parks. This finding is consistent with findings from other communities in California.

- When given the opportunity to identity two types of parks most needed in Sunnyvale, the most popular responses were greenbelts and dedicated walking and biking paths (40.1%) and natural areas (28.9%). Small neighborhood parks (24.5%) were the third most popular response.

- When asked about additional amenities, 42.9% of respondents indicated that walking/biking paths were the most needed amenity in Sunnyvale.

Summary of Responses

Leisure Activities

Overall, active outdoor sports and recreational activities were identified as the top leisure activity by Sunnyvale residents. This was followed by dining out, movies and outdoor social gatherings. Cultural activities, indoor sports and spectator sports rounded out the list of preferred leisure activities.

Recreational Programs

When asked what kinds of recreational programs Sunnyvale should expand or offer that are not currently offered most expressed an interest in special events, such as park concerts, dances and festivals. This was followed by a desire for outdoor or environmental programs, fitness classes, and drop-in activities.

Park Types

When asked what types of parks are most needed in Sunnyvale, most expressed a need for greenbelts or dedicated walking and biking paths. Natural areas, neighborhood parks, and community parks were also mentioned.

Recreational Facilities

Overall, respondents indicated that there are enough available sports and recreational facilities in Sunnyvale. The most popular recreational facilities are children's play areas, athletic fields, greenbelts, and lawn areas. Residents expressed a desire to have more walking/biking paths, playgrounds, and restrooms in the parks.

Residents were asked their opinion about three specific facilities in or proposed for Sunnyvale: golf courses, a teen center, and multi-use sports complex. Respondents were given background information regarding the two current golf facilities in Sunnyvale; an 18-hole golf course without warm-up or training facilities and a 9-hole golf course with a driving range and training facilities. Respondents were asked if they thought the 9-hole golf course would still be needed, if the 18-hole golf course were converted into a full-service golfing facility. Twenty-two percent felt the 9-hole course would still be needed. For those who did not feel the smaller golf course was needed, 55 percent thought that the larger course could be converted. There were mixed attitudes about the ideal future configuration of golf courses in Sunnyvale, but no clear consensus.

Forty-three percent of the respondents indicated they would support the development of a free standing teen center. The same percent of respondents said they would support the development of a large, multi-use sports complex with baseball and soccer ball fields.

Park Benefits

Many respondents felt that parks were most beneficial when they provide opportunities for the community to enjoy nature and the outdoors, followed by promoting activities for youth and senior citizens, and connecting families and neighborhoods.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

In general, what do you like to do most during your leisure time? Select all that apply

Answer Options	Response Percent	Response Count
Active outdoor sports or recreational activities	80.4%	638
Cultural activities, like theater, musical or art performances	39.0%	310
Dining out	57.8%	459
Indoor sports or recreational activities	23.3%	185
Movies	40.8%	324
Outdoor social gatherings, like picnicking	41.6%	330
Spectator sporting events, like baseball or football games	26.3%	209
Other (please specify)		276
answered question		794
skipped question		32

Thinking about the availability of open space, parks and facilities in Sunnyvale to serve your household's sports and recreational needs, would you say that there are about enough, too many or too few facilities?

Answer Options	Response Percent	Response Count
Too many	0.9%	7
About enough	53.5%	431
Too few	45.6%	367
answered question		805
skipped question		21

Which of the following benefits of parks is most important to you? (Select your top choice)

Answer Options	Response Percent	Response Count
Provide opportunities to enjoy nature/ outdoors	30.2%	222
Promote youth activity	16.2%	119
Improve health and wellness	10.6%	78
Protect the natural environment	6.7%	49
Help older adults remain active	12.5%	92
Connect people together, building stronger families and neighborhoods	16.3%	120
Enhance community image and sense of place	7.5%	55
Other (please specify)		53
answered question		735
skipped question		91

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

How can Sunnyvale's park system best be improved? (Select your top choice)

Answer Options	Response Percent	Response Count
Acquiring land for future parks	14.8%	107
Developing new parks	13.4%	97
Upgrading existing parks	39.8%	288
Building major new facilities, such as pools, community centers or a dedicated sports complex	11.8%	85
Acquiring natural areas	12.3%	89
Increasing maintenance service standard	7.9%	57
Other (please specify)		97
answered question		723
skipped question		103

A good deal of respondents requested either improvements to or new developments of golf courses (particularly the 9-hole golf course), Cricket grounds, and a park with runway for remote controlled planes. These three interests were expressed repeatedly across all open-ended responses. Other common responses included developing more trails connections between parks, building a skate park, and simple requests to maintain existing parks and recreation facilities. Other less frequent responses included more small, neighborhood parks development, better amenities (such as restrooms) in existing parks, and more programs in general for teens and youth.

What additional types of park are most needed in Sunnyvale? (Please check your top TWO choices only)

Answer Options	Response Percent	Response Count
Small parks in my neighborhood	24.5%	181
Large multi-use parks that serve the whole community	23.7%	175
Natural areas	28.9%	213
A park consisting primarily of sports fields	15.2%	112
Greenbelts, or dedicated walking and biking paths, like the John W. Christian Greenbelt	40.1%	296
Dog Parks	8.7%	64
Community Gardens	12.2%	90
Outdoor Amphitheater	4.6%	34
No additional parks are needed	13.4%	99
Other (please specify)		73
answered question		738
skipped question		88

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What additional types of amenities are most needed in Sunnyvale's parks? (Please check your top TWO choices only)

Answer Options	Response Percent	Response Count
Picnic Areas	12.3%	90
Playgrounds for young children	17.4%	127
Tennis courts	4.0%	29
Basketball courts	3.0%	22
Restrooms	17.4%	127
Walking/biking paths	42.9%	313
Multi-use fields (soccer, lacrosse)	12.1%	88
Baseball/ Softball fields	2.7%	20
Par Course/ Exercise stations	9.1%	66
Recreational swimming pool	9.5%	69
Interactive water playground	5.5%	40
Dog exercise area	9.7%	71
Bocce ball	4.5%	33
Unstructured play areas	7.4%	54
Skateboard features	5.9%	43
Large climbing structures	5.2%	38
No additional amenities are needed	8.8%	64
Other (please specify)		110
answered question		729
skipped question		97

As with other questions, there were a significant number of respondents requesting Cricket grounds (with amenities like changing rooms and practice nets), improvements at the 9- and 18- hole golf courses (including restrooms and driving range), and a landing strip and other amenities for remote controlled planes. Other requests included more community gardens, a par course, an indoor swimming pool, and more natural areas with areas for water and vegetation. Specific amenities suggested included more restrooms in parks; covered areas for picnics, swings, and benches; lighting at the skate park and all parks; and more amenities in general for toddlers and teenagers.

What additional types of facility spaces are most needed in Sunnyvale? (Please check your top TWO choices only)

Answer Options	Response Percent	Response Count
Multi-use Community Center	29.1%	217
Aerobics/exercise classrooms	13.4%	100
Large multi-purpose/reception room	8.2%	61
Space for teen activities	27.7%	206
Space for senior activities	16.4%	122
Spaces for Recreation Department classes	14.9%	111
Meeting / conference rooms	7.9%	59
Special event (e.g. weddings)	8.7%	65
No additional facility spaces are needed	28.2%	210
answered question		745
skipped question		81

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

How often do you or members of your household visit parks in Sunnyvale?

Answer Options	Response Percent	Response Count
Once a week or more	65.4%	502
Once or twice a month	18.9%	145
A few time a year	10.9%	84
Seldom or never	3.3%	25
Don't know	1.6%	12
answered question		768
skipped question		58

If you seldom or never visit parks in Sunnyvale, what is the primary reason?

Answer Options	Response Percent	Response Count
Not interested/No time	54.5%	12
Lack of facilities	4.5%	1
Too far away; not conveniently located	22.7%	5
Do not have transportation	0.0%	0
Don't know where they are	4.5%	1
Don't know what's available	9.1%	2
Too active or crowded	9.1%	2
answered question		22
skipped question		804

Do you participate in recreation or sports programs offered by the City of Sunnyvale?

Answer Options	Response Percent	Response Count
Yes	54.1%	416
No	45.9%	353
answered question		769
skipped question		57

If you do not participate in recreation or sports programs offered by the City of Sunnyvale, what is your top reason for not participating?

Answer Options	Response Percent	Response Count
Not aware of programs	18.9%	57
Don't have activities I'm interested in	21.9%	66
Poor quality of programs	4.0%	12
Held at inconvenient times	10.9%	33
Held at inconvenient locations	2.0%	6
Classes or programs are full	0.7%	2
Need child care in order to participate	3.6%	11
Too busy; no time	32.8%	99
Lack of transportation	1.0%	3
Too expensive	4.3%	13
Other (please specify)		42
answered question		302
skipped question		524

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What are the most convenient recreational program times for you and others in your household? (Please check your top TWO choices only)

Answer Options	Response Percent	Response Count
Weekday mornings	28.0%	210
Weekday afternoons	22.4%	168
Weekday evenings	31.8%	238
Weekend mornings	33.8%	253
Weekend afternoons	26.0%	195
Weekend evenings	4.3%	32
Drop-in formats, rather than ongoing activities.	21.4%	160
Don't know, n/a	5.2%	39
Other (please specify)		25
answered question		749
skipped question		77

From the following list, which two public outdoor recreation facilities do members of your household use most often? (Please check your top TWO choices only)

Answer Options	Response Percent	Response Count
Athletic fields such as baseball, softball, soccer, football or rugby	25.8%	170
Swimming pools	13.3%	88
Tennis courts	11.1%	73
Basketball courts	4.4%	29
Skate parks	5.9%	39
Children's play areas	31.2%	206
Picnic areas	22.0%	145
Neighborhood greenbelts	26.8%	177
Lawn areas	25.8%	170
Don't know, n/a	4.2%	28
Other (please specify)		204
answered question		660
skipped question		166

Golf was the dominant response to this question, with a good deal of respondents listing Sunken Gardens as the facility they use most often. Other common responses included dog park, Cricket, bike paths, walking trails and community gardens.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What recreation programs should Sunnyvale expand or offer that are not currently offered?

Answer Options	Response Percent	Response Count
Outdoor/Environmental programs	26.3%	175
Aquatic programs	12.6%	84
General interest classes (music lessons, computers)	12.6%	84
Special events (concerts in the park, dances, festivals)	33.7%	224
Sports (baseball, ultimate frisbee)	9.3%	62
Arts (drama, painting, pottery etc.)	10.5%	70
Educational programs/hobby related classes (scrapbooking, etc.)	9.5%	63
Fitness classes (aerobics, yoga, etc.)	20.5%	136
Drop-in activities (gymnasium, gameroom, computers, etc.)	18.3%	122
Job related activities (volunteer, internship, training class)	8.6%	57
Extreme Sports/ Outdoor adventure (rock climbing, mountain biking, rafting, scuba etc.)	14.9%	99
No additional programs are needed	16.2%	108
Other (please specify)		86
answered question		665
skipped question		161

As with other questions, several respondents listed Cricket, golf, and remote controlled planes as needed facilities. Other needs promoted included skate parks, extension of the Stevens Creek Trail, and more sports for seniors. Some respondents stressed the importance of simply maintaining what exists, while others requested some new concepts such as knitting,square dancing, bocce ball, and ping pong.

If the City of Sunnyvale were to expand the recreation programs offered, what specific programs or services would you like to see offered?

Answer Options	Response Count
See below	319
answered question	319
skipped question	507

While respondents still requested expansion of golf and Cricket grounds, others promoted several new ideas as well. Additional hiking and biking trails (with linkages to Stevens Creek) were mentioned several times, as were the need for a new gym, for more community gardens, for adult- and senior- focused sports such as swimming and soccer, and for unprogrammed/unstructured playing fields. There were frequent requests for more health and wellness classes such as yoga and pilates, and a series of comments requesting more arts & culture focused classes such as music, dancing, wine tasting, sculpture, knitting, theater, and other crafts. Some respondents also suggested very tailored life-skills type classes like how to lower your carbon footprint/live green, and inventor/machine shop classes. There was a strong theme around more outdoor programming, including calls for concerts in parks, outdoor educational areas, and more lighting at parks. Respondents called out the need to develop programs for certain populations as well, most often for teenagers, special needs populations, and for family events.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Where do you get information about local parks and recreational programs, events and facilities?

Answer Options	Response Percent	Response Count
City Activity Guide	64.7%	450
City information bulletins	12.9%	90
City website	34.1%	237
San Jose Mercury News	18.7%	130
Sunnyvale Sun	31.3%	218
Radio	2.3%	16
TV	2.6%	18
Other (please specify)		70
answered question		696
skipped question		130

There are currently two golf courses in Sunnyvale. One is a 9-hole course with a driving range, as well as amenities for training and warm-up purposes. The other golf course has 18 holes, but no warm-up or training facilities. If the city were to convert the 18-hole golf course into a full-service golfing facility, including training and warm-up amenities, do we need a separate 9-hole golf course?

Answer Options	Response Percent	Response Count
Yes	48.5%	361
No	21.7%	162
Don't know	29.8%	222
Other comments		203
answered question		745
skipped question		81

Responses to this question can be grouped into three broad categories: 1) N/A because the respondent does not golf and cannot comment; 2) No, because golf courses in general are seen as a waste of water, space and other natural resources and respondents would prefer the city focus time, money and energy on other endeavors; or, 3) Yes, absolutely (which was the most common general response). Frequent reasons cited by those who feel that a separate 9-hole course would still be needed included that they are most appropriate for older adults who tire easily, and for junior golfers who are learning, and because the existing course is a critical source of revenue for the city.

One potential use of the 9-hole golf course might be to convert the space into a multi-purpose facility with baseball and soccer ball fields. Do you support this potential redevelopment of the 9-hole golf course?

Answer Options	Response Percent	Response Count
Yes	54.5%	211
No	16.3%	63
Don't know	29.2%	113
Other comments		56
answered question		387
skipped question		439

Several respondents simply asked if such a redevelopment were necessary and would like more data on what the actual demand is for this. Others still stressed their desire for more Cricket facilities instead. Other responses were generally very mixed. For example, there seems to be strong support for more multi-use fields, but a need to keep those fields flexible and some of them unprogrammed. Some felt that this question was too myopic and there is a need to first establish a vision -- maybe the city needs more open, natural spaces instead. Some asked if the city had already made this decision, and if there is money available to do it.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Some members of the community have suggested that the city develop a free standing teen center, rather than sharing space with other community uses. Do you support the development of a free standing teen center in the City of Sunnyvale?

Answer Options	Response Percent	Response Count
Yes	43.0%	321
No	29.5%	220
Don't know	27.6%	206
Other comments		109
answered question		747
skipped question		79

As with other questions, several respondents wondered about the rationale behind this question, and asked if a new center was needed, what data was available to support this, and if this is what teens want (are they being consulted?). There was also some concern expressed that it not be housed at Sunken Gardens. Other comments can be grouped into three areeas - 1) those who believe the center should be built but integrated into existing facilities where teens already spend a good deal of time; 2) those who felt that several centers should be developed throughout the city; and 3) those who felt that there is already plenty of space for teen facilities. Other comments stressed that the important decisions will be not where a center is, but how it is programmed and staffed.

Some members of the community have suggested that the city develop a large, multi-use sports complex with baseball and soccer ball fields. Do you support the development of such a sports complex in the City of Sunnyvale?

Answer Options	Response Percent	Response Count
Yes	42.4%	312
No	36.2%	266
Don't Know	21.4%	157
Other comments		141
answered question		735
skipped question		91

Responses to this question were very diverse. Several respondents simply said no, while others were not in support because they felt that there is a need to focus more on nieghborhood parks and do not want to see something new built at the expense of other facilities. Many respondents felt that it would "depend" on several factors, including the cost, what sports would be included, where it would be, what amenities would be built, if there would be enough parking, and if the community really needs it (is there true demand?). Others reported that such a facility already exists at Baylands and Twin Peaks. Several respondents did support this, but asked to include diverse sport uses, including lacrosse and Cricket.

Aside from what we have discussed so far, what other specific sports or recreational programs or facilities are important to you or members of your household? Please name up to three

Answer Options	Response Count
See below	367
answered question	367
skipped question	459

Many respondents repeated programs that have been mentioned throughout the survey. Common ones included more golf facilities, Cricket fields, a remote control plane park, bike paths, and more community gardens. Other programs and facilities mentioned here included rock climbing, rugby, programs for the growing Indian community, soccer, a showcase aquatic center, nature preserves with trails, dog parks, and more community programs (e.g., community movie night out) in general.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What zip code do you live in?

Answer Options	Response Percent	Response Count
94085	8.9%	61
94086	31.7%	217
94087	51.3%	351
94089	8.0%	55
Other (please specify)		65
answered question		684
skipped question		142

Using the map for reference, please indicate what park planning area in Sunnyvale you live in.

Answer Options	Response Percent	Response Count
1. Lakewood	6.3%	45
2. Northwest Murphy	5.8%	42
3. Southwest Murphy	2.6%	19
4. East Murphy	3.6%	26
5. Washington	11.1%	80
6. De Anza	18.5%	133
7. Ponderosa	13.1%	94
8. West Serra	4.0%	29
9. East Serra	5.6%	40
10. Ortega	12.4%	89
11. Raynor	8.6%	62
12. Don't Know, n/a	8.5%	61
answered question		720
skipped question		106

How many years have you lived in Sunnyvale?

Answer Options	Response Percent	Response Count
1 year or less	6.6%	46
2 to 3 years	6.3%	44
4 to 5 years	9.0%	63
6 to 9 years	12.0%	84
10 to 15 years	14.4%	101
16 to 20 years	9.7%	68
21 to 25 years	9.3%	65
26 or more years	32.8%	230
answered question		701
skipped question		125

Do you own or rent your place of residence?

Answer Options	Response Percent	Response Count
Own	83.0%	583
Rent	17.0%	119
Other (please specify)		27
answered question		702
skipped question		124

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What is your gender?

Answer Options	Response Percent	Response Count
Male	49.1%	363
Female	50.9%	376
answered question		739
skipped question		87

What is your age?

Answer Options	Response Percent	Response Count
Under 18	1.1%	8
18-24	2.0%	15
25-34	13.9%	103
35-44	24.6%	182
45-54	22.5%	166
55-64	14.3%	106
65	21.5%	159
answered question		739
skipped question		87

What category best describes your total household income before taxes in 2007?

Answer Options	Response Percent	Response Count
Under $20,000	2.1%	14
$20,000 to less than $40,000	4.1%	27
$40,000 to less than $60,000	9.1%	60
$60,000 to less than $80,000	11.3%	74
$80,000 to less than $100,000	12.3%	81
$100,000 to less than $120,000	13.4%	88
$120,000 or more	47.6%	313
answered question		657
skipped question		169

What ethnic group do you consider yourself a part of or identify with? Select all that apply

Answer Options	Response Percent	Response Count
African-American/ Black	1.5%	10
Asian Indian	6.2%	43
Caucasian/White	78.4%	540
Chinese	8.3%	57
Filipino	2.5%	17
Japanese	3.9%	27
Korean	1.3%	9
Latino(a)/ Hispanic	6.1%	42
Pacific Islander	1.5%	10
Vietnamese	0.9%	6
Other Asian	0.6%	4
Other (please specify)		19
answered question		689
skipped question		137

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

PARKS OF THE FUTURE PLAN

FOCUS GROUP SUMMARY

MARCH 2008

Prepared by

OVERVIEW OF FINDINGS

This summary includes findings from four focus group sessions: General Stakeholder; Arts and Culture; Sports Groups (including two break-out groups: Adult & Youth Sports and Golf); and Neighborhoods. These focus groups were held between March 10 and March 18 and were designed to reach civic leaders, individuals and representatives for input on current community priorities, issues, perceived needs, and opportunities. (A complete list of participants of each focus group session can be found in Appendix A.)

The primary purpose of these sessions was to solicit more-in depth opinion about needs and perceptions related to Sunnyvale parks and recreation facilities. The focus groups' input will inform the development of the *Parks of the Future Plan*, a strategic document that will guide parks and recreation planning for the next 20 years.

Across all focus groups, several key themes and issues emerged:

- Need for a **first-rate community center downtown**, contributing to a stronger identity and sense of place in Sunnyvale;
- **Strong neighborhood parks as a focal point** in all—especially new and growing—residential neighborhoods;
- Need for creative means to **integrate the arts into residents' daily lives** and outdoor spaces;
- Need for **more exhibition and sports facility space** (at a minimum, improved mechanisms for reserving and sharing facilities for sports and recreation);
- **Growing concerns that residents from nearby cities have been crowding** Sunnyvale facilities
- Need for new **parks and facilities that reflect an increasingly diverse population**, in age and ethnicity; and
- **Balance revenue generation with the need to maintain high quality but low cost programs** for all Sunnyvale residents.

GENERAL STAKEHOLDER FOCUS GROUP SUMMARY

PRIMARY ISSUES

Crowded facilities; Underused by youth

- Participants expressed concern over both overuse and a lack of use in Sunnyvale parks. Some facilities continue to be overcrowded on weekends, with a perception of use by out of town visitors, and picnic and other areas that prevent drop-in use. At the same time, the group wanted to see more youth use of the park and recreation system.

Stronger data to understand consumers

- To address overcrowding, participants discussed the need to understand where weekend users are coming from and whether or not they are residents. Focus group participants also saw a need to address changing demographics (ethnicity and age), ensuring that parks and recreation facilities keep pace with the community's needs.

Integration of parks and new development

- Participants stressed the need to integrate new park development with new housing and other development. Participants also discussed opportunities to partner with area businesses, such as Google, to build more parks.

An expanded vision of what parks can provide

- Participants promoted several new concepts to expand the concept of what parks and recreation can provide for Sunnyvale residents, such as promoting civic pride, identity and health, and providing opportunities for environmental education and gardening.

PRIMARY NEEDS FOR SUNNYVALE RESIDENTS (General Stakeholders)

Understanding unique demographic needs

- Participants encouraged parks planners to look at existing activity and demographic research about parks and their users to determine future needs for the Sunnyvale park system. Specifically, participants saw a need to assess "time of life" activities; while young children use park facilities, more appropriate and appealing unstructured programs and facilities for teenagers are required. The needs of specific ethnic and cultural groups should also be examined, and detailed information about which residents are using which facilities should be gathered.

Youth sports and facilities

- As mentioned above, particular concern was expressed about developing adequate facilities for youth activities. Although there is sufficient demand for active recreation, some participants were also concerned that organized sports were given priority over spontaneous and informal recreation. While participants did mention that the City offers strong youth programs, they also remarked that park and recreation areas do not seem as busy with youth activity as they have been in the past, both on courts in the winter and with unprogrammed uses.

TWENTY-YEAR VISION (General Stakeholders)

The group discussed their vision for what the Department should deliver to the community over the next 20 years.

Additional facilities

- The group mentioned several specific long-term goals, including a sports complex in the center of town; space to accommodate the increased demand for cricket players; and the need to develop more pocket parks within ¼ mile radius of residents to address the needs of small children. As before, the group stressed the need to tailor amenities to meet the needs of a changing population.

Parks as community centers

- The group discussed the idea of expanding the concept of parks and recreation to include community services, while stressing that structured parks for active recreation will always be needed. Participants expressed an interest in developing parks on a community-based model that incorporates a wide array of services for residents. They felt that a "neighborhood-oriented" park system would ensure diverse, neighborhood-serving facilities and programs, as opposed to a "function-oriented" system serving a limited range of specific activities.

Finding a balance to generate revenue

- The group acknowledged the need to increase and maintain fee-based activities such as golf, and to promote these activities as a way to support other parks and recreation programs. However, fee-based activities should not be emphasized to the point that they become exclusive or unattainable for low-income populations.

CRITICAL PARTNERS IN ACHIEVING THE VISION (General Stakeholders)

Community organizations

- Participants listed several existing and potential partners that can be strong allies with the Parks and Recreation Department. These included the school district (e.g., Columbia School/community center health and language classes, developed through joint use agreements), social and health services, hospitals (e.g., Kaiser's farmers' market), and several other nonprofits including Sustainable Community Gardens.

Community residents

- The group spoke of the need to partner with voters to ensure adequate financial support for the development of future facilities.

New alliances

- Participants encouraged the Department to seek out agencies with common goals, and to explore "off site" ideas, such as programs that could take place in the mall or throughout Sunnyvale. The group also discussed the potential for more collaboration with the business community at large and the Chamber of Commerce to enhance the park system.

ARTS & CULTURE FOCUS GROUP SUMMARY

PRIMARY ISSUES

Overall, focus group participants highlighted two main issues facing the arts and culture community: a lack of financial support, and a lack of exhibition space—a topic they discussed in great detail.

Lack of exhibition space: visual arts

- Participants expressed great pride in the Raynor Activity Center as an iconic Sunnyvale facility, and discussed the need for more studio space to address the key challenge of audience development. According to participants, visual arts are simply not "on the radar screen" of Sunnyvale residents, and more studio and exhibition spaces are needed throughout the community to raise the arts' profile. Places to display art at no charge, except for the library, are few; the Sunnyvale Arts Club has a demonstration once a month, but there is an entry fee. The group has explored options for public displays, but has found that a dedicated exhibition space, as well as other ideas for public art displays, would be necessary. The group's input consistently reflected the desire to increase visibility of art in all Sunnyvale neighborhoods, integrating art into civic pride and identity.

Lack of exhibition space: performance arts

- While some participants felt that performance arts are typically favored and supported over visual arts, others stressed the need to increase performance arts space. Performance groups throughout the Silicon Valley are looking for space, and medium-size performance halls that accommodate 450-500 people are needed. Participants referenced the 500-plus performances per year at the Sunnyvale Performing Arts Center as an indication of the strong demand for performing arts space in the community.

OTHER CRITICAL NEEDS (Arts and Culture)

New concepts for art in outdoor facilities

- Participants discussed the need to think outside the box to accommodate arts and culture needs. They referenced some superior facilities, such as Columbia Neighborhood Center, Lakewood, and Encinal Parks, and suggested ideas such as creating more public art, bringing more art celebrations into parks, and adding amenities to encourage making art outdoors, including spigots for hand washing.

Better understanding of demographics

- The group discussed the need to ensure adequate arts programs for children, but also felt that all user data should be analyzed to determine interest and demand for specific arts programs, as well as where those programs should take place.

BARRIERS TO PARTICIPATION (Arts and Culture)

Cultural and ethnic issues

- The Department is currently conducting community outreach, and has a marketing specialist working to engage various ethnic groups. Still, the group felt these efforts could be expanded—for example, more outreach to the Russian community, and general partnerships between arts and culture and ethnic groups (particularly to address language barriers). Other outreach efforts could include developing foreign language performance groups, connecting with youth in schools, and looking to models such as the South Indian dancing groups. The group also noted that modern outreach methods and activities, including new media and digital photography, would engage more people. They stressed that working through the Department's very active Teen Advisory Council would be an important factor in the growth and success of arts programming.

Financial issues

- Participants highlighted the common financial issues for arts and culture that limit new projects. The group suggested finding new funding and project partners, including businesses and San Jose State, to alleviate these financial problems.

IMPORTANT PROGRAMS TO MAINTAIN (Arts and Culture)

Participants mentioned some existing programs that could be enhanced, particularly the Euphrat Museum of Art, which provides free classes and has a relationship with Sunnyvale's three "at risk" school districts (out of five total). The group proposed that this program be made an official part of the parks and recreation budget, instead of requiring an annual funding

request. The group also mentioned the wealth of classes at the Creative Arts Center, especially the strong ceramics classes, and wondered about partnerships with the Sunnyvale Historical Society and Museum Association.

VISION FOR THE FUTURE (Arts and Culture)

Participants stressed the core concept that art builds communities and should be integrated into our communities. Strong themes included taking art into neighborhoods and having more community-driven art projects in order to help Sunnyvale develop a unique identity and sense of place. Promotional ideas included:

- Connecting the arts with environmental efforts, through "green art" or an "eco-art" program and by working with local gardens
- Bringing in regional artists to work with children in the schools.
- Linking studios to communities—open Raynor art studios to students and develop more civic outreach from the studios. Provide support for the artist's open studios event, and look to surrounding communities for models .
- Developing more collaborative, community-built public art. Focus on engaging children and youth (who can then get their parents involved), through an outdoor family art appreciation day, a "paint out," or by building installations in public places such as a kids' puppet stage.
- Promoting art as a way to develop a sense of place.
- Having the City Council develop criteria for art projects to promote a stronger community vision and pride.
- Encouraging art as communication throughout City spaces, such as through a "City Camera Day" when everyone is encouraged to take and post pictures of their communities.
- Continuing to support studio space at Raynor Activity Center, an invaluable resource for local artists, and acquiring additional studio space.
- Encouraging developers to involve the community when designing required public art projects.

SPORTS GROUPS FOCUS GROUP SUMMARY

PRIMARY ISSUES

Safety and maintenance issues

- Participants expressed some concerns about safety in parks, referencing a recent gang fight and particular issues with Fair Oaks. The group mostly focused on maintenance issues to keep parks safe, welcoming, and well-used. In additional to calls for improved general maintenance, participants noted several watering issues (e.g., the broken sprinklers at Ponderosa Park), and maintenance issues at the old gymnastics facility.

Facilities sharing and concurrence issues

- While some participants commented that Sunnyvale is a land-poor area with a need for more dedicated parks and open space, most participants focused on issues of scheduling at existing parks and recreation facilities. Some felt that the mechanism for sharing facilities has become awkward, and that coordination across activities and scheduling could be improved to avoid conflicts between adult and youth sports group and concurrent demands for fields. Additional joint-use agreements with school spaces were promoted as a possible solution; participants noted that the Peterson School was a missed opportunity.

Financial issues

- The group agreed that the underlying theme behind all these issues is the money required to resolve them. They stressed the need to keep golf courses and the Las Palmas Tennis Center going strong, since they generate revenue and help subsidize other facilities.

MEETING THE NEEDS OF SPECIFIC POPULATIONS (Sports Groups)

Ethnic groups and specific age groups

- Participants stressed the need for more outreach to the senior population, and that this population should be considered when developing programs. Participants also suggested collaboration with the diverse ethnic populations in Sunnyvale to ensure culturally appropriate activities. The group pointed out that the City should understand the needs of the youth population, while not focusing too much on short-term fads or trends.

Specific facilities

- The group mentioned that tennis is not as popular as it once was, and that other facilities should be considered. The group also discussed locating additional space for cricket. Cricket players have been playing on the Lakewood baseball field (in addition to at

Ortega Park, where there is a permanent cricket pitch), and participants explained that this group needs more dedicated space for their sport. Across the board, the group pointed out that programs such as fee waivers or fee assistance should be maintained to guarantee that everyone has access to Sunnyvale's facilities.

Non-resident populations

- The group debated critical issues of overcrowding; the general feeling was that the problem is created when residents from other cities such as Mountain View and Los Altos use Sunnyvale's facilities. However, addressing this situation will be a "monumental task," since Sunnyvale offers some unique programs and facilities, such as competitive swimming and lawn bowling, that other cities lack. The group shied away from making Sunnyvale's facilities exclusive by opening them only for residents, but did discuss other ways to manage overcrowding, such as charging non-resident fees at golf courses.

SPORTS GROUP FOCUS GROUP: ADULT AND YOUTH SPORTS BREAK-OUT

Specific Facility Needs

Break-out group participants suggested several new facilities to accommodate a wide variety of sports users. Better field maintenance and concerns over accommodating the gymnastics program were particularly stressed. Other specific suggestions included:

- A facility with at least two dedicated softball fields in the same location.
- A city gymnastics recreation program (as opposed to the current arrangement where the City contracts with a provider for gymnastics classes offered at the Community Center), which would coordinate with the Gymnastics Club to acquire more dedicated space for gymnastics. Group members expressed a desire to "get the box back"—a large facility at the community center—and pointed out that gymnastics space needs are approximately 15,000 square feet.
- All-weather turf and lighting (through a potential collaboration with area high schools).
- Permanent or semi-permanent soccer goals.
- More lanes and increased hours for lap swim at Washington and Lakewood Parks' aquatic centers.
- A track and field facility.
- A teen center in Lakewood Park.
- A locker room at the Murphy Park Building for the Senior Table Tennis Club.
- Bocce courts.
- A covered dugout at Little League baseball fields.

Facility Reservations and Space-Sharing Needs

- Like the larger focus group, break-out group discussions emphasized the lack of space for recreational programs, scheduling with other groups, and the need for a new facility reservation system. Specifically, participants felt that equity and transparency in the reservation system could stand improvement, to dispel the appearance of unfair treatment. Currently, different organized sports groups use various methods for reserving fields. Some groups make reservations using letters and others use telephones, while some contact the City, and others are contacted by the City. No groups use a single online reservation system. Regarding the perceived lack of space, some organized sports have grown in popularity, but have not been allotted additional space for their programs. For example, participation in the Sunnyvale Alliance Sports Club has grown 52% in the last two years with no changes in the amount of field space.

The group offered several possible solutions, including:

- Have the city develop and publish a policy that allots space based on need and league enrollment.
- Look for ways to use any unused facilities or extra land. Use models of creative reuse such as City pump stations, and make use of underutilized properties, such as building fields on top of water storage facilities.
- Remove baseball practice field backstops to free space; soccer players in particular commented that they have had to be creative in trying to find ways to maximize space.

SPORTS GROUP FOCUS GROUP: GOLF BREAK-OUT

A break-out group of active golfers convened to discuss issues related to golf in Sunnyvale. The key points of the discussion are summarized below.

- Residents love both of their golf courses, and see Sunnyvale making golf accessible to all residents.
- The current configuration of the 18-hole course makes it unusable during rainy weather; pathway improvements would change this. Young people are also playing at this course, as high school golf teams use it.
- Sunken Gardens is special in many ways. It is an ideal location to learn to play golf, and also lends itself to promoting the sport as a family activity for all generations. In the past, the restaurant was well-maintained and popular; improving the quality and selection of food available might attract even more users. One participant volunteered to spearhead a beautification effort at Sunken Gardens to entice more people to play the course, or visit for special events.
- Fees are rising, but maintenance does not seem to be keeping up with wear and tear. The group proposed a fee menu divided into the following groups: resident, non-resident, youth, and seniors (60 and over).

NEIGHBORHOODS FOCUS GROUP

PRIMARY ISSUES

Concerns about the Department's focus on revenue generation

- Maintaining a balance of free, high quality services with those that generate revenue was discussed by other focus groups. However, the neighborhood focus group expressed a significant amount of concern about this particular issue. Specific comments, or areas of concern, included:
    - The City is trying to turn into "profit center," which is not a city's job.
    - Many free services and facilities are being converted to fee-for-use City services.
    - There is a proposal to place cellular towers, which would require eight by ten foot sheds, into parks to generate revenue. The focus group would like to see other options, such as underground placement. There is a sense that the City Council is "holding hands with business."
    - There is a concern that those who pay direct maintenance or usage fees have priority for use, which can prevent access to those without financial resources.
    - There is a perception that access to community pools is limited, and residents have to pay for entrance and lessons. Some of the group felt that pools and their staffing are already paid for through City taxes, and use fees should therefore not be charged.
    - Many families cannot afford private facilities such as the YMCA. The group saw a need for the City to develop a recreation center that is available to all.
    - Participants noted their perception that the City does not directly offer all the recreation classes, and that contractors who do offer classes are motivated to offer those that produce the most revenue.

Concerns about high-density development

- As did other focus groups, this group discussed new pressures on park use and overcrowding issues. This group focused on how increasing density and residential development in Sunnyvale have burdened existing parks. They felt that the City has not yet kept up with demand by creating new neighborhood parks. The group preferred that land for a park—even a small one—be set aside with all new developments, rather than the City accepting a fee in lieu of park land. The group provided examples, such as Butcher's Corners, where even small additional parks would be welcomed.

Need for a vision – a unifying center and widespread neighborhood parks

- The group discussed the need to have a unifying center, such as a "one-stop-shop" recreation center, which would draw users from across Sunnyvale and could give the City a clear identity and focus. To supplement this center, individual neighborhoods

must be served with neighborhood-oriented parks. Participants suggested that this "hub and spokes" vision could be achieved by partnering with schools to develop joint uses, or by siting more parks near schools. While the idea of a central hub was popular, some participants expressed concern that travel distance could be a barrier to use, and promoted the idea of more localized, mixed-use facilities for neighbors to gather.

Specific facility maintenance issues

- Participants commented on specific facility maintenance issues that require attention throughout the City. These issues included:
    - Need for increased financial support for maintenance, specifically for bathrooms.
    - Need to enhance safety by increasing lighting.
    - Perception that Washington Park is run down, and speculation that it is difficult to maintain due to its odd shape.
    - Feeling that the Peterson Pool has been allowed to "rot."
    - The Lakewood Pool is in a beautiful area that is underserved, but the pool is not heavily used and there is not enough pool equipment.

IMPORTANT FEATURES TO MAINTAIN (Neighborhoods)

Shared use facilities

- Participants stressed several times that "public-private sharing is a good thing." The group repeatedly called for more facility-sharing with schools as a way to bring more events into communities and better utilize schools' space. (One participant mentioned that recreation classes in Santa Clara are tied in with the schools and are cheaper, so they attend there.)

Specific programs

Participants named several specific programs and facilities that they value, or would like to see in the future, including:

- Free yoga classes;
- Hand on the Arts;
- Special events for different ethnic groups;
- Open gym;
- A traveling arts program, similar to the Bookmobile;
- Summer playground;
- Park and Recreation buildings in general (used for neighborhood meetings, dance classes, etc.);

- Cooking classes;
- 4th of July celebration in Washington Park;
- Sunnyvale youth basketball league; and
- The community center grounds.

Baylands

- The group devoted a considerable amount of discussion to the use of Baylands. The group expressed several concerns about the open space, including having to pay to park and inconvenient access. Other concerns voiced were that the facility does not attract children and youth, and that it looks overgrown. Participants did not note that they like the existence of such open space, and that senior citizens enjoy walking there, though their access is limited by the parking fee.

SUGGESTIONS FOR IMPROVED AMENITIES AND FEATURES (Neighborhoods)

Community access

- In general, participants would like to see more bicycle use and better bike paths connecting residents to recreation facilities. Currently, cyclists have to move through substantial auto traffic to access parks and recreation centers. The group also revisited the need for a community center or focal point that would draw visitors from the entire area, but offer discounts for residents. This could take the form of an updated performance arts center, a center for local artists, or a space with indoor and outdoor sports facilities.

Washington Park

- Participants commented extensively on potential features at Washington Park. They suggested a focus on multi-generational uses and facilities, including tennis courts, enhanced basketball courts, improvements to the swimming pool, improvements to the recreation room, a play area for kids that can accommodate all ages, large trees, picnic tables, and places to cook, snack, and shop during baseball season.
- Participants stressed the value of neighborhood parks located within easy walking distances, with plenty of amenities and nominal fees.

NEIGHBORHOOD PARKS

Suggested amenities for other parks

- **Murphy Park**: While residents like to use the building and the lawn bowling areas at Murphy Park, it lacks ambience. The group suggested adding space for political debates and conversation groups.
- **Ortega Park**: The group praised the maintenance at Ortega, but suggested bigger discounts (or some preference given) for Sunnyvale residents for programs and events offered at the park.
- **Baylands**: Participants said that they love to walk at Baylands, but also introduced the idea of developing an area where they could access a plethora of amenities on one site, including active recreation.

PARKS OF THE FUTURE – A 20 YEAR VISION

Participants ended the focus group with their vision for the future, which included:

- parks being integral to neighborhood definition and togetherness, and
- sustainability, adding features such as recycling, and wind- and solar-powered facilities.

APPENDIX A: LIST OF PARTICIPANTS

ARTS & CULTURE

Participant Name	Representing	Focus Group/Date
Audrey Wong	Arts Council of Silicon Valley	Arts - March 13
Diana Argabrite	Euphrat Museum	Arts - March 13
Diana Yu Johnson	Sunnyvale Art Club	Arts - March 13
Flo Wong	Artist renting studio space at Raynor Activity Center	Arts - March 13

NEIGHBORHOOD

Participant Name	Representing	Focus Group/Date
Betty Morin	San Miguel Neighbors Association	Neighborhood - March 18
Gopal Patangay	Sunnyvale West Neighborhood Association	Neighborhood - March 18
Kitty Chuang	Ortega Park Neighborhood Association	Neighborhood - March 18
Lorraine Larzabal	Morse Avenue Neighborhood Association; HOA Parkside Villas	Neighborhood - March 18
Lynn Asawa	Birdland Neighborhood Association/Sunnyvale Swim Club	Neighborhood - March 18
Milena Matzinger	Charles Street 100 Neighborhood Association	Neighborhood - March 18
Tara Martin-Milius	San Miguel Neighbors Association	Neighborhood - March 18

STAKEHOLDERS

Participant Name	Representing	Focus Group/Date
Bob Kinder	Parks and Recreation Commission	Stakeholders - March 10
Bob Obrey	Arts Commission	Stakeholders - March 10
Holly Lofgren	Friends of Fremont Pool	Stakeholders - March 10
JoAnn Barr	Kiwanis Club of Silicon Valley	Stakeholders - March 10
Josh Salans	Sustainable Community Gardens	Stakeholders - March 10
Pat Vorreiter	Former Mayor	Stakeholders - March 10

SPORTS

Participant Name	Representing	Focus Group/Date
Al Mendoza	Lawn Bowling	Sports - March 10
Bob Carpenter		Sports - March 10
Chi-Kin Lee	Senior Table Tennis	Sports - March 10
Chuck Tapella	SG Couples (golf)	Sports - March 10
David Natwick	Sunnyvale Alliance Soccer Club	Sports - March 10
David Peterson	California Sports Center	Sports - March 10
Debbie Mendoza	Lawn Bowling	Sports - March 10
Diane Ammon	Gymnastics Club	Sports - March 10
Dolf Placencia	Sunnyvale Alliance Soccer Club	Sports - March 10
Francisco Rodriguez	Sunnyvale Sports Association	Sports - March 10
Gordon Markley		Sports - March 10
Isabel Shaw	SG Tuesday Ladies' Club (golf)	Sports - March 10
Jackie Rusch	Lawn Bowls Club	Sports - March 10
Joan Jacobson	Ladies' Golf Club	Sports - March 10
Karen Howard	Lakewood Pony Baseball	Sports - March 10

Ken Waln	Sunnyvale Swim Club	Sports - March 10
Masood Mokhtary	Sunnyvale Alliance Soccer Club	Sports - March 10
Roger Geerts	SG Men's Golf Club	Sports - March 10
Sandra Havelka	Skyhawks Sports Academy	Sports - March 10
Skip Rice	Lawn Bowling	Sports - March 10
Wendy Bockholt	Sunnyvale Southern Little League	Sports - March 10
Willa Markley	SG Thursday Ladies' Club (golf)	Sports - March 10

City of Sunnyvale Parks and Open Space of the Future Plan
October 13 Intercept Survey Summary

Prepared by:

Moore Iacofano Goltsman, Inc
800 Hearst Avenue
Berkeley, CA 94710

October 2007

Introduction

On October 13, 2007 staff from the Sunnyvale Parks and Recreation Department and MIG staffed a Parks and Recreation booth at the Sunnyvale Pancake Breakfast. In addition to distributing information about the Parks and Recreation Department, staff administered a four question "Intercept" survey of Sunnyvale residents. The survey was designed to provide a snapshot of resident attitudes and preferences for parks and facilities. One hundred surveys were completed, providing both the City of Sunnyvale and MIG a measurable amount of citizen sentiment that will inform the Parks and Open Space of the Future planning process.

Findings

Findings from the survey are listed below. A copy of the survey is included in this report as appendix A.

Length of Residency
56 Percent of survey respondents have lived in Sunnyvale for over 10 years
18 Percent of survey respondents have lived in Sunnyvale for 5-9 years.
26 Percent of survey respondents have lived in Sunnyvale for less than 5 years.

Favorite Park
Ortega, Las Palmas and Washington were the most commonly cited favorite Sunnyvale Parks. Raynor, De Anza and Serra Park were noted as favorites with less frequency than the other parks.

In response to the question about "why" these parks were selected as favorite parks, the most common answers were: proximity, water features and facilities for kids.

Preferred New Parks or Facilities
The top three responses to a question about preferences for New Parks or Facilities were:

1. Parks in neighborhoods
2. Pathways to connect neighborhoods
3. Sports and Aquatics Complexes

Preferred New Programs
The top three responses to a question about preferences for new programs were:

1. Programs for children
2. More special events for the whole family
3. Activities for teens

Other Comments

In addition to the survey questions, residents provided feedback about various aspects of the Sunnyvale Parks program including the need for improved playground equipment at Serra Park and increased programming offerings for disabled youth.

Next Steps

Public involvement activities will be ongoing during the Parks and Open Space of the Future Plan. An online community questionnaire and objective/random telephone survey will both move forward in November, 2007.

City of Sunnyvale Parks and Recreation Department

Parks and Recreation Survey

Hello! The City of Sunnyvale is beginning a Parks and Open Spaces of the Future Planning Process and we need your input. Please help us get a better understanding of what your park usage and preferences are by taking a moment to answer the following questions.

1. How long have you lived in Sunnyvale?

   - ❑ Less than one year
   - ❑ One to four years
   - ❑ Five to nine years
   - ❑ Ten to 15 years
   - ❑ Fifteen years or more

2. Do you have a favorite Sunnyvale Park? Yes/No

   If yes, which one? _____

   Why?

3. If Sunnyvale could add new parks or facilities, what is the most important?

   - ❑ Parks in neighborhoods
   - ❑ Pathways to connect neighborhoods and commercial areas
   - ❑ Access to the Bay Trail and shoreline
   - ❑ Community Centers with spaces for many activities & group meetings
   - ❑ Sports and Aquatics Complex
   - ❑ Park areas for dogs
   - ❑ Other special use parks such as _____
   - ❑ Nothing, Sunnyvale has plenty of parks

4. What types of new programs should Sunnyvale provide?

   - ❑ Programs for children
   - ❑ Activities for teens
   - ❑ Classes to support lifelong learning
   - ❑ More special events for the whole family
   - ❑ Services for older adults

INTERCEPT EVENTS SURVEY SUMMARY

HEALTH AND SAFETY FAIR 2008
HANDS ON THE ARTS 2008

The following tables were provided by the Sunnyvale Parks and Recreation Department to summarize two intercept events, the Health and Safety Fair and Hands on the Arts, where they administered surveys.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-2: ADULT

Which Event	Resident	How long	Cross streets	Strengths	Strength	Strength	Weakness	Weakness	Weakness	Opportunities	Opportunities	Opportunities
Health & Safety	0			Clean parks	variety activities	great play structures	parks booked for parties					
Health & Safety	1	11	El Camino/Bernardo	All over the place close by	good for walking		no rock climbing facility	grass pollen-allergy to my son	no much facility in the park/ not enough activity	create job opportunities		
Health & Safety	1	1	Fair Oaks	Safe	Clean	Nice	None			school	recreation	
Health & Safety	1	16	Wolfe/Homestead	Tennis courts	nice environment		no organized activities in the parks	Need more outdoor gym equipment				
Health & Safety	1	14	Lawrence/Tasman	Quantity - Lots available			Entrance fee to Baylands					
Health & Safety	1	2.5	Borregas/Duane	Clean parks	spacious	shaded	Need modernized amenities	Need Community awareness/activities	Activities are planned during 8a. - 5 p.m time - hard for working parents to accommodate youth program schedules	offer kids program at non-work times	updated physical activity euipment for adults (lap/exercise equipment)	
Health & Safety	1	8	Mathilda & Hwy237	well maintained	pretty	friendly	not enough of them, especially north of Hwy101 & west of Fair Oaks	Not enough shady areas	Canopies and Self-setup tables are not allowed and there's not enough non-reservable tables	Borregas Ave House is condemned -- could be converted to a pool house	rental units adjacent to park at Orchard Gardens Park could be converted to park	
Health & Safety	1			all are good								
Health & Safety	1	14	Borregas/Maude/Mathilda	Play structures	Clean		Closed during school hours	Gate around Columbia Park	Facility rental (rooms, particularly) too expensive for me to utilize	would love to see public program with the ropes Course at Baylands		
HOTs	1	9	Homestead & Wright	Water play	clean	activities	parking					
HOTs	2		Cupertino	Great trees	family playgrounds				Banquet room rentals	playground	picnic/sports	The Community Center could be more vital if info was more readily available about activities in all buildings - Sports; Theatre (Need a marquee, lights/flags or posters to make it more visible); Sr. Ctr; Museum
HOTs	1	45	Fair Oaks & El Camino	picnic bbq's	swing playgrounds	active room	rooms cost too much to rent	rent a room is max 2 hours	Free for Sunnyvale resident to rent room in an building for max 3 hours.			
HOTs	1	33	Belleville & The Dalles	open areas					Group events			
HOTs	2		Santa Clara	Clean	recreation facilities	playgrounds	manage equipments	improvements in recreation equipments		fun fairs	sports events	
HOTS	1	30	Hollenbeck	nice shade	Clean		parking			Another skate park for younger kids		
HOTs	1	20	Swallow	plenty of them	updated equipment							
HOTs	1	12	Wolfe & Fremont	Lots of them	Good bathrooms							
HOTs	1	3	Reed & Evelyn	Lots of them	Easily accessible	safe and friendly	not upgraded	not very clean	parking is an issue	more parking	cleanliness	better Tinytots
HOTs	1	8	Mary & El Camino	Convenience	Safe	Fun	Not enough water activity			more water activities		
HOTs	1	3	Homestead	clean	not crowded	good playground						
HOTs	1	30	Borregas & Maude	Great being outside (clean)	programs for children to go to	Area where the children could get wet during hot weather	have more programs for children	some of the picnic areas		keep clean environment	have water activities & field trips	have gatherings for children

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-1: ADULT (continued)

Which Event	Resident	How long	Cross streets	Strengths	Strength	Strength	Weakness	Weakness	Weakness	Opportunities	Opportunities	Opportunities
HOTs	1	1	Remington	Community Center as park is comprehensive								
HOTs	1	4	Tasman & Lawrence	dog parks	shade	water featrues	more dog parks (not any in northern part of City)	need to focus on water saving California native plants	BBQ pits and picnic tables	to have large bodyof water, like Vasona in Los Gatos	Use native plants and educate people on why to use and how to use	I don't go to may parks but would like a map of them to explore them. I'll use the one in Community Activities Booklet (Note thinks Baylands is dog area)
HOTs	1	20	Wolfe & El Camino	Ortega is the best!! Great structures!			old wood structures	run down structures		Please improve the structures; update them	more trees near the structure	Include structures for age ranges
HOTs	0		Cupertino	Kept nice and clean						lots of sports activities		
HOTs	1	1	Manet & Remington	clean	Lots of activity for kids	Lots of space				do birthdays	jog	cycle
HOTs	1	4	Henderson	good environment	clean and neat	good and helpful staff	more activity	more slides	no see saw	HOTs	birthday parties	
Park Hopper	0		Mountain View	clean	have bathrooms	have parking	put more care into keeping up the bathrooms			group meetins	play days	daycamps
Park Hopper	0		Palo Alto	water activities	nice, clean restrooms	shade areas/sitting	too far from Palo Alto!			climbing wall (Ortega)	stream play (Serra)	Water play (Las Palmas)
Park Hopper	0		Palo Alto	quiet locations	clean, w/ good utilizati	variety of equipment				getting together w/ friends	open arrangement	multi-age appropriateness
Park Hopper	0		Mountain Vie	lots of grassy areas	lots of picnic areas	nice play structure	wood chips used too much (sand is better	not enough mat-covered playgrounds for babies and toddlers		big band concerts	open mike shows	dance workshops
Park Hopper	1	6	Mary & Hom	variety of activities	cleanliness		cost associated with rentals	difficulty dealing with staff through whom rentals are done				
Park Hopper	0		San Jose	clean	good restrooms	water to drink	creeks	shade		community center (for meetings)	open grassy areas for play and running	sand, water and climbing structu
Park Hopper	0		San Jose	clean	variety of play structur	family friendly	some play structures are in direct sunlight			park hoppers homeschool meeti	birthday parties	
Park Hopper	0		Campbell	clean, well kept	water is on	diverse for all ages	Las Palmas is hard to watch kids which are younger			water	picnic tables	play equipment
Park Hopper	1	10		well maintained	Good variety of play e	good parking; clea	too much watering of grass	not letting kids climb trees	some parks not well patrolled for	play opportunities	groups can meet	
Park Hopper	1	20	Hollenbeck &	number of parks availab	all parks are clean and	parking is availabl	none	(some parks have no soap)		children can get wet in some of the parks		

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-3: YOUTH

			WHY IS THAT YOUR FAVORITE PARK?						HOW DO YOU GET TO THE PARK?			WHAT IS YOUR FAVORITE THING TO DO AT THE PARK?																
Event	School	Favorite Park	Play-ground	pool/ fountain	sports cours	fields	close to home	other	bike	walk	get driven	hang out	play structures	play on grass	swim	bike/ walk jog	practice w/ team	basket-ball	tennis	base-ball/ softball	volley-ball	foot-ball	skating/ skate-boarding	cricket	la-crosse	other	Future activity 1	Future Activity 2	Future Activity 3
Health & Safety	Fremont	Columbia		1	1		1				1	1		1						1		1				soccer	Have teams at parks more	Restore Dog House	Summer camps, etc.
Health & Safety	Murdoch Portal	Serra					1		1			1	1	1		1			1								bike	play tennis	play football
Health & Safety	Columbia	Columbia					1			1				1													Soccer	tag	baseball
Health & Safety	Bishop	Park on Mary Ave	1			1		volleyball			1		1	1							1						more playgorunds	more activities	fairs
Health & Safety	Fremont	Community Center, Las Palmas		1				nice			1			1	1											soccer	have barbeques	be able to hang out more/more benches	swim
Health & Safety	Huff Elem			1		1					1			1	1														
Health & Safety	Bishop	Las Palmas		1								1	1	1	1														
Health & Safety	Columbia	Fair Oaks				1	1			1				1													tennis	swim	jog
Health & Safety	Bishop	Washington		1							1	1			1												swim	swing	
Health & Safety	Ponderosa	Ponderosa	1								1	1															picnic	play sports	play in sand
Health & Safety	Columbia	Las Palmas		1							1	1	1	1													go in water	sand	play on structures
Health & Safety	Buchser	Elkund	1					elem. school		1	1							1									basketball	bike ride	running
Health & Safety	Bracher			1					1		1	1															basketball	play on playground	football
Health & Safety	Bowers	Ponderosa	1								1							1									baseball	volleyball	football
Health & Safety	Columbia	Columbia		1					1						1												swimming	basketball	soccer
Health & Safety	Buchser			1						1		1			1	1					1						more swings	rent a ball center	
Health & Safety	Fremont	Central, Lakewood	1							1		1															skate board	roller blade on smoother surface	more clean grass
Health & Safety	Columbia	Washington	1	1	1	1			1	1	1		1		1			1			1	1					baseball	basketball	bowling
Health & Safety	Columbia	Fair Oaks	1							1		1										1					gymnastics	party rooms	
Health & Safety	Columbia	Fair Oaks	1	1	1	1	1	everything else	1	1	1	1														everything	swim	football	hang with friends
Health & Safety	Columbia	Lakewood	1					swings		1		1			1					1	1					swing	swim	merry-go-round	swing
Health & Safety	Vargas	Columbia				1				1																soccer	tennis	baseball	volleyball
Health & Safety	Lakewood	Columbia	1							1			1														swim	volleyball	bike
Health & Safety	Cumber-land	DeAnza	1							1			1	1									1				skateboarding place		
Health & Safety	Silver Creek High	many			1						1								1								more games	arts and crafts	play sports
HOTs	Sunnyvale Middle School	DeAnza	1								1															soccer	swim	soccer	play on structures
HOTs	Stratford	Ponderosa				1	1			1	1															soccer	soccer	tennis	
HOTs	Braly	Ponderosa			1						1							1									play with friends	do art	do competitions
HOTs	Nimitz	Ortega		1					1	1			1														free ice cream	monkey bars	rock climbing
HOTs	Nimitz	Ortega		1					1	1						1											free ice cream	pools	
HOTs	Stocklmeir	Ortega	1				1		1	1			1			1													

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

TABLE G-2: YOUTH (continued)

			WHY IS THAT YOUR FAVORITE PARK?						HOW DO YOU GET TO THE PARK?			WHAT IS YOUR FAVORITE THING TO DO AT THE PARK?																
Event	School	Favorite Park	Play-ground	pool/ fountain	sports cours	fields	close to home	other	bike	walk	get driven	hang out	play structures	play on grass	swim	bike/ walk jog	practice w/ team	basket-ball	tennis	base-ball/ softball	volley-ball	foot-ball	skating/ skate-boarding	cricket	la-crosse	other	Future activity 1	Future Activity 2	Future Activity 3
HOTs	Nimitz	Serra					1			1																frisbee	play on swings	swim	soccer
HOTs	Braly	Serra		1					1			1															swing	jump rope	
HOTs	Home school							creek			1	1	1														more creeks		
Park Hopper	Home school	Las Palmas	1								1	1	1	1													Climbing Structures	Play in sand and water	running on grass
Park Hopper	Home school	Las Palmas	1			1	1				1	1	1	1													play tag	scooter	Act out Star War Scenes
Park Hopper	Home school	Ortega	1								1		1														climb	run	think
Park Hopper	Home school	Las Palmas		1							1	1			1					1	1						swim		
Park Hopper	Home school	Serra						creek and fake jail			1	1														foam swords and frisbee	fly kites	remote control airplanes	ultimate frisbee
Park Hopper	Home school	Las Palmas	1								1	1	1						1								swimming	rock climbing	sprinklers
Park Hopper	Home school	Ortega	1	1							1	1	1			1											Scootering	play on trees	soccer
Park Hopper	Home school	Las Palmas	1	1	1	1	1				1	1															bring all webkinz	bring my dog	play webkinz tag
Totals:			12	11	4	6	5	n/a	5	12	13	12	7	9	7	2	0	3	2	2	4	3	1	0	0	n/a			

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

TABLE G-4: OPPORTUNITIES

Opportunities	Frequency	Variations
create job opportunities		
school		
Facilities for meetings	4	Free for Sunnyvale resident to rent room in an building for max 3 hours.
offer kids program at non-work times		
Borregas Ave House is condemned -- could be converted to a pool house		
would love to see public program with the ropes Course at Baylands		
playground		
fun fairs		
Another skate park for younger kids		
more parking		
more water activities	3	
keep clean environment		
to have large body of water, like Vasona in Los Gatos		
Please improve the structures; update them		
lots of sports activities		
do birthdays		
HOTs		
climbing wall (Ortega)		
getting together w/ friends		
big band concerts		
play opportunities		
recreation		
updated physical activity euipment for adults (lap/exercise equipment)		
rental units adjacent to park at Orchard Gardens Park could be converted to park		
picnic/sports		
sports events		
cleanliness		
have water activities & field trips		
Use native plants and educate people on why to use and how to use		
more trees near the structure		
jog		
birthday parties		
play days		
stream play (Serra)		
open arrangement		
open mike shows		
open grassy areas for play and running		
birthday parties		
picnic tables		
groups can meet		

TABLE G-3: OPPORTUNITIES

Opportunities	Frequency	Variations
The Community Center could be more vital if info was more readily available about activities in all buildings - Sports; Theatre (Need a marquee, lights/flags or posters to make it more visible); Sr. Ctr; Museum		
better Tinytots		
have gatherings for children		
I don't go to may parks but would like a map of		
Include structures for age ranges		
cycle		
daycamps		
Water play (Las Palmas)		
multi-age appropriateness		
dance workshops		
sand, water and climbing structures		
play equipment		

TABLE G-5: FUTRE ACTIVITIES -YOUTH

Future activity 1	Frequency	Variations
Act out Star War Scenes		
arts and crafts	2	
baseball	4	
basketball	4	
bike	3	
bowling		
bring all webkinz		
bring my dog		
climb	2	
do competitions		
fairs		
fly kites		
football	4	
free ice cream	2	
gymnastics		
hang with friends	3	more benches
have barbeques/picnics	2	
Have teams at parks more		
jog		
jump rope		
monkey bars		
more activities		
more clean grass		
more creeks		
more games		
more playgrounds	2	more swings; merryg-go-round
party rooms		
Play in sand and water	4	
play on trees		
play sports	2	
play webkinz tag		
remote control airplanes		
rent a ball center		
Restore Dog House		
rock climbing	2	
roller blade on smoother surface		
run	3	
scooter	2	
skate board	2	
soccer	6	
sprinklers		
Summer camps, etc.		
swim	12	
swing	4	
tag	2	
tennis	4	
think		
ultimate frisbee		
volleyball	3	

TABLE G-6: WEAKNESSES

Weakness	Number of times mentioned	Variations
parks booked for parties		
(some parks have no soap)		
Activities are planned during 8a. - 5 p.m time - hard for working parents to accommodate youth program schedules		
Rental costs--	4	Banquet room
BBQ pits and picnic tables	2	
Canopies and Self-setup tables are not allowed and there's not enough non-reservable tables		
Closed during school hours		
creeks		
difficulty dealing with staff through whom rentals are done		
Entrance fee to Baylands		
Gate around Columbia Park		
grass pollen-allergy to my son		
Group events		
improvements in recreation equipments	7	moderized amenities, manage it, more; more slides; see saw; more mat-covered playgrounds for babies and toddlers
Las Palmas is hard to watch kids which are younger		
more dog parks (not any in northern part of City)		
Need Community awareness/activities		
need to focus on water saving California native plants		
not much facility in the park/ not enough activity	4	need more for children
no rock climbing facility		
not enough of them, especially north of Hwy101 & west of Fair Oaks		
Not enough shady areas	3	play structures not shaded
Not enough water activity		
not letting kids climb trees		
not upgraded	2	run-down structures
not very clean	2	bathrooms
parking	3	
rent a room is max 2 hours		
some parks not well patrolled for illicit activities		
too much watering of grass		
wood chips used too much (sand is better - less splinters)		

TABLE G-7: Strengths

Strengths	Number of times mentioned	Variations on Response
active room		
all are good/"nice"	5	pretty
bathrooms	5	2 on cleanliness
Clean	19	
Community Center as park is comprehensive		
diverse for all ages		
dog parks		
friendly	4	good and helpful staff
Fun		
good environment	3	trees
good for walking		
good utilization of space/equipment		
lots of picnic areas	2	
parking	3	
playground	12	variety, Ortega
programs/activities	2	2 for children
Quantity - Lots available	7	accessible
quiet locations		
recreation facilities		
Safe	4	
shade	4	
spacious	5	lots of grassy areas
Tennis courts		
variety activities		
water features	5	
water to drink		
well maintained	3	

COMMUNITY WORKSHOP RESULTS SUMMARY

One community workshop was held on July 24, 2008. Participants had the opportunity to review draft recommendations and strategies for parks and facilities in the City of Sunnyvale. Community members provided feedback on the draft vision, strategic direction, core values, system-wide recommendations, and park-by-park needs.

Responses are provided below.

Table 1: Vision

VISION	NUMBER OF RESPONSES
A safe, secure and healthy place for all people	24
A city managed by a responsible and responsive government	21
A regional leader in sustainability	8
A strong, diverse community	2
A community with a vibrant and innovative local economy	2
A community with a distinctive identity	1

Table 2: Strategic Directions

STRATEGIC DIRECTIONS	NUMBER OF RESPONSES
Provide neighborhood-oriented services	20
Provide a balanced and equitable system	14
Encourage an interconnected and accessible city	11
Lead in sustainable practices	10
Provide sound management and stewardship	10
Enhance Sunnyvale's sense of place and identity	1

Table 3: Core Values

CORE VALUES	NUMBER OF RESPONSES
Safe, clean and well-maintained	24
Healthy lifestyles	18
Fun and celebration	11
Inclusivity	5
Accessibility	8
Diversity of Experience	2
Flexibility and responsiveness	5
Lifelong learning	8
Environmental stewardship	5

Table 4: System-wide Recommendations

SYSTEM-WIDE RECOMMENDATIONS	NUMBER OF RESPONSES
Continue to implement the playground renovation/replacement program and scheduled resurfacing of sports courts to upgrade aging facilities	13
Proactively target acquisition of land and trails identified within this Plan	10
Amend the City of Sunnyvale's Park Dedication Ordinance to raise the City's adopted park standard to 3 acres per 1,000 residents	10
Encourage an interconnected and accessible city by developing and improving trails, pathways and connections throughout Sunnyvale	10
Implement additional projects as noted in the current Capital Improvement Plan that are consistent with the standards and guidelines in this Plan	7
Evaluate options to add facilities to existing parks to expand recreation opportunities in high density areas, underserved neighborhoods, and undeveloped parks	7
Adopt a level of service standards for parkland and individual park classifications	2
Continue to implement ADA transition plans	2
Follow design guidelines identified within this Plan	2
Develop an identity and signage program for the park system	1
Accept only parkland and trail Rights of Way consistent with this Plan	0
Develop new sports fields as single-use whenever possible	0

Table 5: Park by Park Recommendations – Mini Parks and Neighborhood Parks

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Mini Park			
Fairwood Park	Improve John W. Christian Gateway and identity through signage.	3	
Orchard Gardens Park	Expand the park by converting the adjacent city-owned properties to park use.	3	
	Relocate picnic area to minimize potential conflicts with adjacent residences.	3	
Cannery Park	Maintain current conditions	1	
	Enhance recreation opportunities by using the eastern end of the sire	2	
Greenwood Manor Park	Maintain current conditions	2	
	Provide facilities beyond what is typically included in mini-parks in order to meet neighborhood needs in this area.	0	
Victory Village Park	Add tot lot play area to meet design guidelines	1	
Neighborhood Park			
Panama Park	Add children's play areas to meet design guidelines	4	Maintain Current Conditions, Partnership
San Antonio Park	Add children's play areas to meet design guidelines	3	Partnership
Braly Park	Maintain current conditions	0	
Encinal Park	Replace older children's playground area	2	
Murphy Park	Add tot play area to meet design guidelines	1	Community - Maintain Current Conditions, Identity improvement, programming involvement.
	Expand the park by developing adjacent city-owned properties	1	

Table 6: Park by Park Recommendations – Community Parks

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
De Anza Park	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design guidelines.	6	
Ponderosa Park	Maintain current conditions	5	Renovate and repair
	Adapt roller skating rink to accommodate skateboarding features.	5	
Raynor Park	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design standards.	5	Maintain current conditions
Fair Oaks Park	Improve pedestrian and bike access from North Fair Oaks Avenue and North Wolfe Road.	4	Add facilities here. Staff - Homeless and alcoholics
	Improve turf quality.	3	
	Resurface southern parking lot.	0	
	Resurface walking path adjacent to NE end of site.	0	
	Improve hardscape around community building, add murals, benches and improve stairway.	1	
Serra Park	Consider relocating the baseball practice backstop to provide additional field space for other recreational activities, such as soccer.	4	
Washington Park	Proceed with renovation and expansion as planning beginning FY 2010/11	3	Partnership, Programming Improvement, Maintain current conditions.
Ortega Park	Maintain current conditions	3	Renovate and repair
Las Palmas	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design standards.	3	Maintain current conditions.
Lakewood Park	Improve pathways between parking and group picnic areas	0	Community - Please put lights in the skatepark area.
	Improve surfacing under benches	2	
	Evaluate utility of bleachers, consider removal	2	

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	Consider providing additional resources to meet design guidelines.	2	

Table 7: Park by Park Recommendations – Special Use Area

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Fair Oaks Skate Park	Maintain current conditions.	6	Please add lights for night use.
Las Palmas Tennis Center	Maintain current conditions.	6	
Sunnyvale Heritage Center (including Bianchi Barn)	When updating use agreement, consider developing an interpretive trail through the orchard.	4	
	Coordinate programming with active garden/food groups.	6	
Charles Street Community Garden	Maintain current conditions.	3	
Community Center Campus	Maintain current conditions.	1	
Fremont High School (Pool and tennis)	Maintain current conditions.	4	
Orchard adjacent to Tennis Center	Maintain current conditions.	0	
Peterson Middle School Pool	Maintain current conditions.	2	
Sunken Gardens Golf Course	Improve/increase marketing efforts	0	
Sunnyvale Golf Course	Improve/increase marketing efforts	2	
	Secure funding for cart path development, identified in 20-year capital improvement list.	0	
	Develop a tree management plan. Current backlog of tree work is estimated at $330,000 over three years.	2	
	Improve golf course signage at the course and throughout surrounding neighborhood.	0	

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	Upgrade irrigation system including mainline and lateral piping systems, to address inconsistent water pressure in an aging system.	1	
	Develop warm-up/practice facilities and driving range.	1	
West Hill, South Hill and Recycle Hill	Increase wayfinding signage in surrounding neighborhoods.	0	
	Increase interpretive trail signage and gateway features to promote branding and identity	0	
	Develop accessible trails to overlook point.	0	

Table 8: Park by Park Recommendations – Urban Plazas and Regional Open Space

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Urban Plaza			
Plaza del Sol	Add shading and moveable picnic benches as described in Phase II plans	6	
	Add interactive water feature to center of site, as described in Phase II plans.	3	
Regional Open Space			
Sunnyvale Baylands Park (Wetlands and Active Use area included)	Ensure vegetation consistency, develop a strategic and consistent planting regime.	5	Good location. Lots and lots of walking Islam worship. Social gathering. Nature.
	Add restroom to west end of site near ropes course	5	
	Investigate potential reuse/reconfiguration to accommodate more active recreational uses. Potential uses include: disc golf course, cricket	5	
	Add an interpretive trail opposite the group picnic area, between the drive and the fence, and enhance native plantings.	2	
	Consider renovation and expansion of existing interpretive	0	

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	signage		
	Improve trail and wayfinding signage.	0	
	Improve drainage near Owl Burrow picnic ground.	0	
	Improve drainage at Child's Discovery Area.	0	
	Increase and improve bicycle and pedestrian connections to the park.	4	
	Replace/repair birding dock	2	
	Initiate tree/vegetation management plan to address aging trees	1	
	Add environmental education support facilities such as a nature center and viewpoints	1	
	Expand Great Meadow in available area to the west.	4	

Table 9: Park by Park Recommendations – Greenbelts and Trails

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
John W. Christian Greenbelt	Consider opportunities to connect to Moffett Field and other regional facilities as they become available.	6	Drain water out. It is smelly! Staff - Get rid of over grown flax all through belt
	Resurface the pathway	6	
	Coordinate with Public Works to explore improving street crossings on neighborhood streets with features such as: Increased interpretive signage to enhance sense of community connectivity; gateway signage; bulbous; expanded crosswalks	4	
Bay Trail	Improve Bay Trail connections and signage at the closed landfill.	8	
Levee Trails	Add trailheads, informational kiosks, interpretive and directional signage, benches and other trail amenities, to improve trail opportunities and use.	8	

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
			Stevens Creek Trail - Coordinate with Mountain View to bring Stevens Creek Trail to Remington Avenue - received 16 votes!

ADDITIONAL COMMUNITY COMMENTS

Community members had the opportunity to provide comments on comment cards. The following responses were received:

- Open land on Pastoria is semi-industrial and should be considered as a possible sight for a new park.
  - If there is a need, the City looks at different land acquisition/use options.
  - City is talking with several land owners in the city
  - Also have to consider zoning
- Stevens Creek Trail
  - Not a current city facility – which is why it is not included on boards
  - Development of trail is in the works with other jurisdictions

Group Exercise - Financing Options

	Total Supporting Each Option (Multiple selections possible)
• **Consider establishing a non-profit Friends of Parks and Recreation group** (Could do fundraising on behalf of parks and recreation projects, programs and services**.)**	13
• **Grant Revenue** (Grants typically project based and dependent on availability of funds from state and federal sources.)	12
• **Raise Park Dedication fee standard from 1.25 acres to 3 acres per 1,000 residents under the Quimby Act** (One time fees or dedication of land paid by developers at time of building permit issuance to provide facilities for new development. Quimby Act requires a minimum of 3 acres and a maximum of 5 acres. Sunnyvale requires 1.25 acres. Applies only to land subdivisions for housing.)	12
• **Consider a Sales Tax Revenue Bond** (Increase in sales tax could generate revenue for capital improvements. Would require voter approval.)	5
• **Consider a Bond Measure** (Bond is issued based on increasing the property tax rate on real property assessed value. Would require voter approval.)	4
• **Consider a Parcel Tax** (Generally flat amount per parcel with variances by major land use category. Requires two-thirds voter approval.).	3
• **Consider establishing a development impact fee under the Mitigation Fee Act** (One time fees paid by developers per new single family or multi-family dwelling unit. Would pertain to single lot and infill projects. Would require a nexus study to document the relationship between new development and increased park needs.)	3
• **Consider Benefit Assessment Districts** (essentially an annual tax on a defined group of property owners correlating to a "benefit" the property owners might receive in addition to any general benefits accruing to all properties in a jurisdiction – increase in property value is not sufficient – property owners must approve a benefit assessment by majority vote)	3
• **Reduce service levels at all park sites** and divert freed up funds to other priorities. (e.g., could include lower turf quality, lower cleanliness standards, etc.)	1

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Parks of the Future Community Workshop - September 18, 2008

Group Exercise to Rank Development Options

Ave Ranking		Priority Ranking (1 high, 10 low)										Total Responding
		1	2	3	4	5	6	7	8	9	10	
3.3	Develop neighborhood and/or mini parks on land already owned by City in areas identified as underserved (e.g., Morse Ave and AMD sites)	1	8	2	2	3	1	0	1	0	0	18
4.3	Restore service levels at all facilities to include: edging, weed abatement and all ornamental ponds filled year round.	5	1	1	2	2	2	1	2	0	1	17
4.3	Maintain existing inventory of parks and park amenities, replacing/repairing as needed.	1	3	3	1	2	2	2	0	1	0	15
4.5	Pursue increased trail connections.	7	1	0	1	1	3	0	2	1	2	18
5.3	As development occurs in areas identified as underserved, require developers to dedicate land (as opposed to paying in-lieu fee) and then develop as mini and neighborhood parks	1	3	1	4	4	0	2	3	2	1	21
5.4	Add amenities at existing parks to meet Minimum Design Guidelines, bringing existing sites up to meet standards as far as type of amenity (e.g., playstructures) at the site.	3	0	3	1	0	4	4	2	2	0	19
5.4	Pursue expanded agreements with school districts at 9 sites identified as being in underserved areas in order to ensure public access to open space amenities over and above the athletic fields.	0	1	5	4	2	1	6	1	0	2	22
6.8	Add amenities at existing sites to exceed Minimum Design Guidelines.	0	0	2	3	1	1	1	0	4	3	15
7.8	Purchase or create a fund to purchase acreage and develop Community Parks (2 at 25 acres), which could include sports complex.	0	0	1	0	2	1	1	3	5	3	16
8.1	Develop Recycle Hill/West Hill as a regional park.	0	1	0	0	1	2	1	2	3	6	16

Comments

Light a fire under the City Council/City Manager to increase Park Dedication Feees

Very disappointed to see access to the Stevens Creek Trail being brought up in this context after the neighborhood was assured that the issue was dead.

Don't develop Baylands trail area. Promote usage where WTP area is. There are many acres there.

There is a need for a camping facility to support youth groups (Boy Scouts, Girl Scouts, etc. with an overnight capacity >500 people

PARKS OF THE FUTURE WEBSITE COMMENTS

An important feature of the Parks of the Future project was the project website, www.parksofthefuture.com, that served as a project information hub. In addition to background documents, project meeting announcements and progress reports, the site hosted the online survey and also allowed users to provide comments on any topic of their choosing. The comments provided below were submitted electronically to the Parks of the Future website between December, 2007 and June, 2008. The comments have been sorted by subject matter and have not been edited.

BICYCLE AND PEDESTRIAN COMMENTS

1/23/2008
I would strongly urge that Sunnyvale to give a high priority to establishing a direct pedestrian and bicycling connection to Stevens Creek Trail and to connect the existing bike lanes into a safe bike transportation grid.

1/28/2008
Please consider a pedestrian and bicycle connection to Stevens Creek Trail, possibly at the end of Remington Avenue.

1/28/2008
I forgot to mention in the survey that I would like to make the Remington Ave. overcrossing of Highway 85 top priority for the Parks budget. This will provide much needed open space access for residents to bike/walk in West Sunnyvale.

4/1/2008
I live in San Miguel neighborhood of Sunnyvale. I would like to have bike paths/greenbelts available for bike riding myself and my kids so as to be able to ride bikes safely and farther than we can around our neighborhood. There is a school playground, but no park or bike paths easily accessible to us. To get to a park, we have to ride on busy streets

that do not have bike lanes. This is too dangerous, as cars are not used to driving with bikes.

GREENBELTS

12/8/2007
It is very important that project 900112 is completed. This is the upgrade to the greenbelt at Lakewood Elementary school. Please include in your plans.

PARK FEATURES

12/12/2007
Two suggestions: 1. Covered structure to do yoga under protected from direct sunlight and wind. Currently Ortega Park is the only park with something like this. I would prefer to have a nylon, canvas, sail -like covering to practice yoga individually or in small groups.
Covered amphitheatre would solve the wind block also.
2. Adult swing set, similar to what I saw in Venice Beach in LA under constant use. Go to swingaring.com to see examples. This is the only adult swing set I've seen which truly offers a whole-body work-out. The one on Venice Beach I saw was side-by-side to a child sized one and seemed to be very popular.

1/9/2008
I've been meeting with eight other men weekly at the Lakewood Park fire ring for the last four years. Last night we saw the new sign requiring a fire permit, and today found out it's $25 per day. This seems extremely excessive, as though your real purpose is to end fires there completely. I suppose the Cub Scout troop may want to ante up $25 for their annual campfire, but for our small group, you're essentially pushing us away. Considering we're a bunch of 40-60 year old men, clean the place up, and even repaired some of the missing stones over the years, I'm not sure what the issue is that moved the city to post this requirement, but suspect that the teens and vagrants that sometimes gather there are the real target of this rule. I'd like to find a way to continue using the fire ring in a responsible way, but $1,300 is way beyond our means, especially since you aren't supplying firewood. Who can I discuss this with?

2/15/2008
I would love to see more areas for people, especially young children and families, to operate Radio Control vehicles. This can be such a great hobby, and it's a great way for parents and children to get involved in an activity together. It will offer people an alternative to being out on the streets. Every RC park and track that I have been to has been a great family environment and a safe place for children and parents alike. My Dad and I restored muscle cars when I was young, and I would not trade anything in this world for the time we spent together working on our cars. RC cars can be a great way for families to become involved in a wonderful hobby relatively cheap and it will offer kids a positive environment to grow up and spend time in, which is something that is becoming harder and harder to find each day.

4/12/2008
I would like to see a track at Cherry Chase School. The school is currently 650 students with a full time PE coach and the school will grow again by at least 40 students next year. I believe that we are also the only school in the district without a track.

This addition/change could potentially save water. Also, after the school's Fun Run and walk-a-thon the grass has turned to a muddy mess. Can you imagine what it looked like after 600 students walked 1/4 mile loops for 3-4 hours? A track would eliminate this damage. Also, a cricket field could be installed at the time the track is created. The field is set for changes this summer so please look into this soon.

6/27/2008
I love Martin Murphy Park. It's accessible, open, beautiful and spacious. It is also a peaceful place to walk or picnic. Some of the facilities are underused, though. The amphitheatre would be a perfect place for spring, summer and fall outdoor concerts and picnics and weddings, but the rules of the park state that there cannot be any amplified music. Unfortunately the noise from the Central Expressway is so heavy that it makes it almost impossible to be heard otherwise. Maybe that rule could

be modified to allow amplification at a certain level for some events. Since the park closes at dark, it would not affect many residents in the evenings. Also, the bocce ball court is lovely, but not as accessible to everyone. Why not have a once a month introduction to bocce event or something of that nature?

I have heard that a playground has been suggested for the site. This I do not recommend. Many other parks nearby have playground facilities, which is great for families, but those of us who do not have families like to have someplace to go away from the masses of screaming kids. It's nice to have a place to go meditate and relax under the big trees away from the sea of humanity. It feels like getting away from it all without going anywhere. The facility center there could use a little facelift, too. It's often closed up and dark, not allowing anyone to see what it has to offer, yet is has big windows and views that could enhance any event.

RECREATION PROGRAMS

2/7/2008
I just filled out your questionnaire, but am concerned it does not ask the correct questions. If the classes offered are not full there may be reasons other than no interest. I think it is Important to provide recreation in the way people want to use it, even if it might be a little harder for Sunnyvale staff.

What do I mean?
1. I am interested in pottery, but know from previous experience that I want a long period to throw pots, then a short period later to trim them. The time between the two changes depending on the moisture content of the air. Sunnyvale only provides classes, and 4 hour blocks.
2. I am very interested in water exercise. I have participated in Sunnyvale classes on and off for years. I currently go to Mountain View even though I live a few blocks from Washington Pool. Sunnyvale prices are very high. ($5.25/class vs. $3.33/class at MV This includes the out of city premium) Over the last 6 years, people I know have moved on to the YMCA, De Anza or changed their exercise program.

Sunnyvale has had non-existent or incompetent staff (except for Sarah) and charged significantly more. Complaints to the city have been ignored, or I have been referred to the Fremont pool. Although the Fremont pool had the class listed, the classes had "contact the pool" for times. I contacted the pool and was told the classes did not exist. It was at this point I started attending the classes in Mountain View that go year round.

I am also concerned about maintenance. The Washington Pool still looks like crap, with the surrounding cement cracked, and the bleachers condemned. I had hoped the recent work would take care of it. The work was sent out for bid months AFTER the pool was closed so the work could be done, and was not completed before normal pool opening date last summer.

Before building new facilities, I would like to see the facilities we have maintained and managed competently.

2/8/2008
No-where in the survey did you ask how the disabled and families of the disabled' needs could be met. They are a small % but a very needy group. There is a one size fits all program available - Special Olympics - And whereas this is an excellent program for some, it is not flexible enough for many. Thank you for letting us have input.

MORSE PARK SITE

3/13/2008
Does this committee have any relationship with the planning or disposition of the park that was to be on Morse Avenue, between Toyama and Weddell? If so, could you tell me where it currently stands in the process?

3/14/2008
Could you please tell me what is the current status of the Morse Avenue Park project?

4/2/2008
How big is the park that is in plan/consideration for Morse Ave/Weddell? I realize that the park is currently unfunded. However, I would like to know how large the space is.

TIMING

4/4/2008
I was looking at the Process Graphic - Plan Timeline and Milestones pdf document and the draft report was planned out to be completed in April 2008. Is this proposed timeline still accurate or has there been changes to it?

If changes have been made, is there a date set for when the draft report in on the agenda for the Park and Rec Commision and City Council? Please let me know. Thank you.

SOCCER

12/15/2007

I read the "2002 Report of Community Recreation Needs Assessment" and was surprised to find no mention of pickup soccer games for adults (and for kids as well).

I play in pickup soccer games three times a week. Sundays, Tuesdays, and Thursdays.

I maintain email mailing lists for three of these games with about 50 names on three separate lists (150 names total). This is only a very small fraction of all the adult soccer pickup games going on in Sunnyvale. There are multiple games going on every day at Baylands Park, Sunnyvale Middle School, Fairoaks Park, Cupertino Middle School, and on and on and on. Some of these are listed on Socster.com. AYSO, PAL, and South Bay Soccer add many additional more formal games.

So far all the groups that I play with have been able to find fields to play on most of the time. We are not interested in booking fields or paying to play.

The groups that I play with are interested in playing, rain or shine. We are very bent out of shape that Sunnyvale closes fields in bad weather. Sunnyvale should keep fields open regardless of weather. That's what playing fields are for.

Pickup soccer is characterized by:

No one is in charge (no insurance liability)
Everyone who shows up plays
Rough play is not tolerated (i.e. you go back to work afterwards).
No cost

I would be very pleased to take part in you planning group. I am retired and would have lots of time to participate.

12/20/2007
Please consider giving soccer a place when developing "Parks of the Future". My friends and I are always struggling to find a place where to play soccer, especially during winter since there are no illuminated fields.
Thank you!

12/20/2007
It would be great if Sunnyvale could provide more places for people to play pickup soccer. There is a large number of players in the area and no mention of plans to address this. In the winter, the traditional soccer season, there are almost zero places to play, and when it is a bit wet, there is nothing.

12/20/2007

The Parks of the Future web postings appear to completely ignore the fact that there are many people in the community who like to play soccer. That includes me. I am a registered voter and I vote.
Thank you for your anticipated consideration of soccer in park uses.

2/4/2008
Currently the city is allowing organized an adult soccer league to utilize Las Palmas Park on Sundays. Las Palmas Park is not an athletic field. The soccer league monopolizes the entire from very early morning to very late afternoon. The traffic and parking problems created are significant to the neighborhood. The streets are littered with refuge, empty water bottles, etc. and the lawn area is devastated by the end of the playing season. In essence, Las Palmas Park is not an appropriate site for organized adult soccer.
Thank you.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Impacts of Trails and Trail Use

Hosted by AmericanTrails.org

Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life

Are trails safe? How do they affect property values of adjacent residents?

Compiled by Suzanne Webel, Boulder Area Trails Coalition

Are trails safe? How do they affect property values of adjacent residents? These perennial issues have been the subject of a few studies which find that trails are quite benign in their social impact. The facts haven't stopped groups organized against rail trail development from trumpeting that the few instances of crime are proof that trails are unsafe.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States seem to show that concerns about trails lowering property values and increasing crime are unfounded. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community.

1. The Effect of Greenways on Property Values and Public Safety; The Conservation Fund and Colorado State Parks, State Trails Program (1995)

"The study of Property Values and Public Safety was to determine what effect, if any, the presence of urban trails has had on public safety to property owners who live adjacent to a trail and on property owners who live within one block of a trail. The study also evaluated the level of public acceptance for urban trails and their effect on the quality of life in these neighborhoods...

"The need for the study arose due to concerns expressed by several different neighborhoods over the proposed construction of new trails. These concerns included fears that the presence of an urban trail might lower property values and also create a risk to public safety,

thus adversely affecting the quality of life in the neighborhood. These concerns are similar to concerns voiced in the past over proposed trails that are now established and accepted...."

Three Denver trails were studied in detail: "Data was collected in the summer of 1994 by telephone interviews of residents adjacent to or near to the trails, real estate agents who buy and sell homes in metro-Denver, patrol officers who work the trails, and biweekly surveys of the Denver Post Real Estate advertisements...."

Results of the survey show that "urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:

- 29% believed that the existence of the trail would increase the selling price of their home (and 43% said it would have no effect).
- 57% of the residents felt that the trail would make the home easier to sell (with 36% saying no effect).
- 57% of these residents had lived in their homes prior to construction of the trail
- 29% of those surveyed were positively influenced by the trail in their decision to buy the home.
- Results were similarly positive for residents who lived near but not adjacent to the trail..."

"Of the real estate agents interviewed:

Related topics:

Benefits
Economic impact
Health & trails
Rails to trails
Safe Trails Forum
Planning

More resources:

Bibliography
Quotations
Glossary
Acronyms
Tools
Products & services

For more opportunities for training on trail design, construction, and management see the National Trails Training Partnership area.

73% believed that a home adjacent to a trail would be easier to sell
55% agreed that the home would sell for more than a comparable home from a different neighborhood
82% of real estate agents used the trail as a selling point
100% believed trails are an amenity to the community around it...

"No public safety issues could be directly linked to the trail. Only one resident interviewed was concerned with this issue, and none of the officers interviewed believed trails had any effect on public safety....

"[In summary,] concerns that urban trails might adversely affect [sic] public safety and property value in surrounding neighborhoods are not substantiated by the results of this study. The effect of a trail is beneficial, rather than detrimental."

2. The Impact of the Brush Creek Trail on Property Values and Crime; Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, (1992)

"The purpose of this study was to determine what effect, if any, a bicycle/pedestrian trail has on property values and crime rates. Concerns by local property owners that proposed trails may negatively affect property values or increase crime prompted this survey. Due to its 9 year existence, the Brush Creek Trail, built along Brush Creek in Santa Rosa's Rincon Valley, was selected as the focus of this survey....

"Seventy five residents were surveyed on how long they had lived in the neighborhood, how the trail has affected their overall quality of life; what effect the trail would have on selling their homes, what effect the trail had in their decision to buy their homes; how the trail has affected their privacy, and what problems, if any, they have had with crime caused by trail users. Additionally, interviews were conducted with apartment and mobile home park managers near the trail, real estate agents with listings adjacent to trails, and law enforcement agencies; fifteen other cities were contacted for information on surveys regarding the effect of trails on property values and crime..."

64% of respondents felt the trail increased the quality of life in the neighborhood, with another 13% saying "no effect"
33% said the trail would make their home easier to sell, with 49% saying "no effect"
23% said the trail would make their home sell for more, with 69% saying "no effect"

Of real estate agents:

19% said homes next to a public trail would sell for slightly more, with another 48% saying "no effect"
61% of real estate agents said they use proximity to trails as selling points

"The law enforcement agencies had no data to determine crime statistics; survey results from 15 other cities showed only a small number of minor infractions including illegal motorized use of the trail, litter, and unleashed pets.

"The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."

3. Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: a Resource Book (1990), Rivers and Trails Conservation Assistance, National Park Service;

This comprehensive volume includes studies from across the U.S., analyzed by impacts on Real Property Values, Expenditures by Residents (i.e. how people spend their leisure dollars), Commercial Uses, Agency Expenditures, Tourism, Corporate Relocation, Public Cost Reduction, Benefit Estimation, etc.

"The effect on property values of a location near a park or open space has been the subject of several studies... Many studies have revealed increases in property values in instances where the property is located near or adjacent to open spaces..."

A 1978 study of property values in Boulder, Colorado, noted that housing prices declined an average of $4.20 for each foot of distance from a greenbelt up to 3,200 feet. In one neighborhood, this figure was $10.20 for each foot of distance. The same study determined that, other variables being equal, the average value of property adjacent to the greenbelt would be 32% higher than those 3,200 feet away.

The same study revealed that "the aggregate property value for one Boulder neighborhood was

approximately $5.4 million greater than if there had been no greenbelt. This results in approximately $500,000 additional property tax revenue annually. The purchase price of the greenbelt was approximately $1.5 million. Thus, the potential increase in property tax alone could recover the initial costs in only three years."

A different 1988 Boulder study found that "the public cost for maintaining non-open space, such as developed acres, was estimated to be over $2,500 per acre, and could be as high as $3,200 per acre when utilities, flood control, transportation, and subsidiary governmental entities' costs are included. The cost for maintaining open space in the City was only $75 per acre, or less than three percent of the cost on non-open space..."

4. Effects of Three Cary Greenways on Adjacent Residents (1995), Lauren A. Tedder, University of North Carolina at Chapel Hill

"The purpose of this study was to determine if such problems plague the adjacent and nearby residents of three Cary, North Carolina greenways... a survey of those living near the three greenways was conducted. Respondents were asked questions designed to reveal their satisfaction with the greenway, their initial feelings toward the greenway, the frequency of problems they experienced, their use of the greenway, and their perceptions of the effect of the greenway on their property value.

"The results of the survey, which achieved a 75% response rate, supported the hypothesis that most residents feel satisfied with the greenways and that problems are minimal.

"Planners should take care to instill positive feelings among affected residents toward a proposed greenway by involving them in the planning process, educating them on the benefits of greenways, presenting data that refute their fears of perceived problems, and calming their greatest fears of crime through crime prevention efforts. Reducing the number of occurrences of the most commonly reported problems will require adapting greenways to specific circumstances. For example, noise and loss of privacy problems may be ameliorated by increased buffers between the greenway and home, while open wood rail fences may more clearly signify property lines and reduce trespassing."

Spring 2000

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Updated March 18, 2007

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Supplement to Comment #530

Name: Steve Elich

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to $10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent $14,300,000 ($14.3 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/1/13	Bob BARBERA			
3/1/13	Cecilia Marosi			
3/1/13	Cassandra Lenker			
3-1-13	GLENN LENKER			
3/2/13	BRIAN LUCAS			
3/2/13	DEAN PHAM			
3/2/13	[illegible]			
3/2/13	Cheryl Ching			
3/2/13	Tennyson Heem			
3/3/13	Alice Hennessy			
3/3/13	David K. Hennessy			
3/3/13	[illegible]			
3/3/13	[illegible]			

[redacted]

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	JAN SIRI	[redacted]		
3/3/13	SUSAN PIMLOTT			
	Soo-ny Lee			
3/6/13	Anthony Liang			
3/6/13	Latha SHETTY			
3/6/13	SHANNON ROY			
3/6/13	Sai Pasupulati			
3/6/13	Sailaja Pasupulati			
3/6/13	Gunjan Singh			
3/6/13	Ricky Chan			
3/6/13	WING KWAN			
3/6/13	Tai Ke KWAN			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	Man Wah Ching	[redacted]		
3/3/13	NIREW SUNNY			
3/3/13	JUDY HUI			
3/3/13	Robert J. Hill			
3/3/13	Donna Barnett			
3/3/13	Yi SU			
3/3/13	Joe Young			
3/3/13	Venkatesh Kadhatra			
3/3/13	MAY WONG			
3/3/13	Boris Osker			
3/3/13	Jim Mung			
3/3/13	Chester Balaoso			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-02-13	Jane Bloom			
3-02-13	Karen Cockerill			
3-02-13	Sydney Noe			
3/2/13	Uma Gorti			
3/2/13	Danessa Techmanski			
3/2/13	Richard Techmanski			
3/2/13	Dorothy J. Anastole			
3/2/13	Chris Anastole			
3/2/13	Michelle Matkovich			
3/2/13	Richard Matkovich			
3/2/13	RITA MATKOVICH			
3/2/13	LOU MATKOVICH			

[redacted]

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Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-2-13	Jim LEONARD			
3/3/13	Odette Abukhater			
3/3/13	Judith Colson			
3/3/13	Luke P. Lu			
3/3/13	Michael P. Minn			
3/3/13	Ann Marie Minn			
3/3/13	Chad & Kyle Minn			
3/3/13	Subba Tamma			
3/2/13	Chi Mei Lee			
3/3/13	SURESH TAMMANA			
3/2/13	STEVEN TEDJA			
3/2/13	LINDA HARDIN			

[redacted]

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Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	Adam Chu	[redacted]		
3/2/13	S Lakshmi			
3/2/13	Ernest Fan			
3/2/13	Simon Fan			
3-2-13	[illegible]			
3/2/13	IRIS NEWTON			
3/2/13	Maria Fiallos			
3/2/13	David Eisl			
3/2/13	Moira Delumpa			
3/2/13	Mark Newton			
3/2/13	Nicole Murray			
3/2/13	ROB [illegible]			

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Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-1-13	RIKA SOOHOO	[redacted]		
3-1-13	CHARLOTTE YORK			
3/1/13	Henry G. Cooler			
3/1/13	JICHI CHEN			
3/1/13	Cody Thompson			
3/1/13	GRANT LANGE			
3/1/13	Judith LANGE			
3/1/13	Candace Lange			
3/1/13	Kevin Thompson			
3/1/13	Elizabeth Hendley			
2013/03/01	MARC MERLIN			
2013/03/01	Jennifer Merlin			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
2/26/13	Steve Elick	[redacted]		
2/27/13	Linda Liu			
3/3/13	Sue Lampkin			
3/3/13	Sue Blea			
3/3/13	Deborah Colee			
3/3/13	Megan Colee			
3/3/13	Tet Liew			
3/3/13	Peter Chan			
3/3/13	Mei Mak			
3/3/13	Teck Yang Lee			
3-4-13	Diana Golden			

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Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	ANTOINETTE LEONARD	[redacted]		
3/2/13	Robert Johanson			
3/2/13	Mary Lou Johanson			
	Ethan Flynn			
3/2/13	DENNIS FLYNN			
3/2	Mike Flynn			
3/2	Arman Arakhatar			
3/2	NORA ORR			
3/2	CHRIS ORR			
3/3	RICHARD JUDT			
3/2	Karen Corry			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	
Mar 2, '13	ED Brown	[redacted]		
3/2/13	THOMAS BROWN			
3/2/13	Jayne Brown			
3/2/13	Penny Osorio			
3/2/13	Kenn Thomson			
3/3/13	Bell Griffin			
3/3/13	MARIUSZ NIEWCZAS			
3/3/13	Aleksandra Niewczas			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	LUBNA KEVAL	[redacted]		
3/2/13	Kathryn Lawless			
3/2/13	REGBE ZELOU			
3/2/13	AJ KEVAL			
3/2/13	TRISHA VAVAK			
3/21/13	[illegible] VAVAK			
3/2/13	Anu Vaidya			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-1-13	FRANCES WHETHAM	[redacted]	[redacted]	[redacted]
3/2/13	CHARLES P. MONAGHAN			
3-2-13	JEFF OSORIO			
3-2-13	J. M Noi			
3-2-13	LIXIN MENG			
3-2-13	SHARON WU			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to $10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent $14,800,000 ($14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

PETITION – By signing below, you urge the Cupertino City Council and staff **NOT** to route the Stevens Creek Trail through the Homestead Villas subdivision. You further urge the city to promote fiscal responsibility by routing trail traffic to routes that utilize existing bike paths and related infrastructure along Mary Avenue and the Mary Avenue Bicycle Footbridge and Foothill Expressway/Foothill Boulevard.

DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-3-13	LIONEL ROY	[redacted]		
3-3-13	Mohan BARTWAL			
3-3-13	MAYURESH BAKSHI			
3-3-13	Brian Chow			
3-3-13	Jaime Lopez			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2	MARSCH	[redacted]		
3/3	KHINE WILLIAMS			
3/3	ART WILLIAMS			
3/3	Cydie Patsk			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	James Ooric			
3/6/13	Anlien Chen			
3/6/13	Jason Chen			
3/6/13	[illegible]			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/6/13	Dorothy Anastole	[redacted]		
3/10	Liz [illegible]			
3/10	[illegible] Young			
3/10	Yi Su			
	[illegible]			
3/10	Jason Chen			
3/10	[illegible]			
3/10	Teck Yang Lee			
3/10	Wendy Ying			
3/10	Tom Maier			