

showing Mountain View residents who support the Stevens Creek Trail.

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

1A [15-0981](#) Draft Minutes of September 9, 2015.

Vice Chair Kenton moved and Commissioner Pochowski seconded the motion to approve the consent calendar. The motion carried by the following vote:

Yes: 3 - Chair Pasqua
Vice Chair Kenton
Commissioner Pochowski

No: 0

Abstain: 1 - Commissioner Alexander III

PUBLIC HEARINGS/GENERAL BUSINESS

2 [15-0900](#) Support the Preferred Alignment of the Stevens Creek Trail as Recommended by the Joint Cities Working Team

Assistant City Manager Kent Steffens presented the staff report. He noted that this is the beginning of a process. If approved, it will require permits and difficult construction along the creek. To complete parts of the trail could take another 5-10 years. He responded to the Commissioners' questions. In response to Commissioner Pochowski's question about alternatives to Segment 2, he explained that the Working Team needs more information to consider further alternatives. In response to Commissioner Alexander's questions about effects on the environment, he explained CEQA requirements will be met in any future studies, including environmental impacts such as additional carbon emissions from idling cars due to increased congestion. He addressed Vice Chair Kenton's question about the feasibility of an elevated path. He answered Commissioner Alexander's question about the types of support the City can offer, which have no financial obligation. He answered Chair Pasqua's questions regarding public safety on the trail. He also addressed how the City is working with partners to expedite the process. He indicated that there was no attempt to summarize Appendix C - Summary of Public Comments.

Chair Pasqua opened Public Comments.

Vivian Euzent spoke in opposition to alignment on Bernardo Avenue due to traffic

issues, and provided pictures of the current congestion. She is opposed to disrupting the neighborhood when there is no alignment beyond Homestead Road. She also expressed disappointment that emails were not categorized. She uses the Stevens Creek Trail and supports the recommendations in Segment 1.

Angela Huang spoke in opposition to the proposed path on Bernardo Avenue due to safety concerns, traffic, limited parking, and her opinion that users of the path would not experience a connection with nature, like the trail in Mt. View.

Anne Ng spoke in support of the Stevens Creek Trail. She is a board member of Friends of Stevens Creek Trail and was in a citizens work group on the Joint Cities Working Team. She shared her own informal categorization of the public comments. She also thanked the City for being the lead City for the study, and expressed hope that residents could see it differently and that it might simplify the traffic flow.

Bruce Euzent spoke in opposition to the proposed path on Bernardo Avenue because the school district boundaries end at Fremont Avenue and students don't need to connect Bernardo across West Fremont Ave. He attended both the Cupertino and Sunnyvale Joint Cities Work Group public meetings and observed that local residents were supportive of the path on public property but opposed to a trail on streets. He said the consultant also expressed that building a trail on the road is not preferred.

Kathleen Cordova spoke in response to the video shown by FOSCT, about the sense of community that already exists in the neighborhood around the proposed path on Bernardo Avenue. She expressed concern that the path would not solve traffic problems and explained that students living on the north side of Bernardo do not cross West Fremont Avenue to attend school, and therefore; do not benefit from a bridge over West Fremont Avenue.

There were no further speakers and Chair Pasqua closed Public Comments.

Vice Chair Kenton moved and Commissioner Pochowski seconded the motion to approve staff's recommendation:

Alternatives 1, 2(a), 3, 4, and 5:

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont

Avenue, on both sides of SR 85. Collaborate with Mountain View to seek out grant funding for the master planning, environment review, and potential construction.

2. (a) Upon completing environmental review and securing funding for potential construction of Study Segment 1, initiate a comprehensive traffic and parking study for an off-street bicycle/pedestrian trail on Bernardo Avenue for Study Segment 2 (Fremont Avenue to Homestead Road). If the traffic study indicates that an off-street facility is desirable as determined by the Sunnyvale City Council, then proceed to seek grant funding for trail master planning, environment review and potential construction of Study Segment 2.

3. Collaborate with Cupertino and Los Altos to seek out grant funding for the master planning, environmental review, and construction of Study Segment 3 (Homestead Road to Stevens Creek Boulevard) improvements at Homestead Road (i.e., the Homestead Road bridge widening or Homestead Road pedestrian/bike bridge).

4. Support our regional partners as they pursue funding for closing the gap for the Stevens Creek Trail between Mountain View and Cupertino.

5. In an effort to achieve the regional goal of extending the Stevens Creek Trail the City will support and adopt the following policies as identified in the JCWT recommendation summary:

- a. All trail projects should try to improve habitat values in and around the Creek.
- b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
- c. The City will continue collaboration with regional partners for extension of the Stevens Creek Trail.

The motion carried by the following vote:

Yes: 4 - Chair Pasqua
Vice Chair Kenton
Commissioner Alexander III
Commissioner Pochowski

No: 0

Commissioners expressed their support of Alternative 1. While they had some concerns about Alternative 2(a), they were in favor of further study as recommended. They also were in favor of Alternatives 3, 4 and 5 so that the efforts towards the trail could continue to move forward.

The Commission would like to advise Council that Alternative 2(a) [comprehensive traffic and parking study] should take into account the traffic patterns involved on Bernardo to make it friendlier to traffic and the environment.