

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
10-30-13	AH-CHUN CHU Lily		
10-30-13	Raymond Ng		
10-30-13	Sam Lau		
10-30-13	Dominic Wang		
10-30-13	Jinxia Guo		
10-30/13	Isob Cheney		
10-30/13	Jett Nui		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
5/11/13	LLOYD L CLARK		
5/11/13	Russ Cole		
5/13/13	Angela Kendall		
5/13/13	Sonya Lee		
5/13/13	ARIT KALINSKY		
5/13/13	Rachel Kama		
5/13/2013	Bilha Ram		
5/14/2013	JUAN HERDOLIA		

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4-10-13	Susan Arnold		
4-10-13	GREG ARNOLD		
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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		

5
18
25

Supplement to Late Comment # 13

Name: Cherie Walkowiak



Name: Jeral Poskey



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

1 of 2

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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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.

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.

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.

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

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			

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

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

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

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

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	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●

¹¹ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

¹² Cupertino City Council Resolution, Agenda Item #13, June 19, 2007

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	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●
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

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 preserve¹⁵, 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)	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

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

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

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 Expressway²¹. 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

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 Montclair 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/>

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

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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:

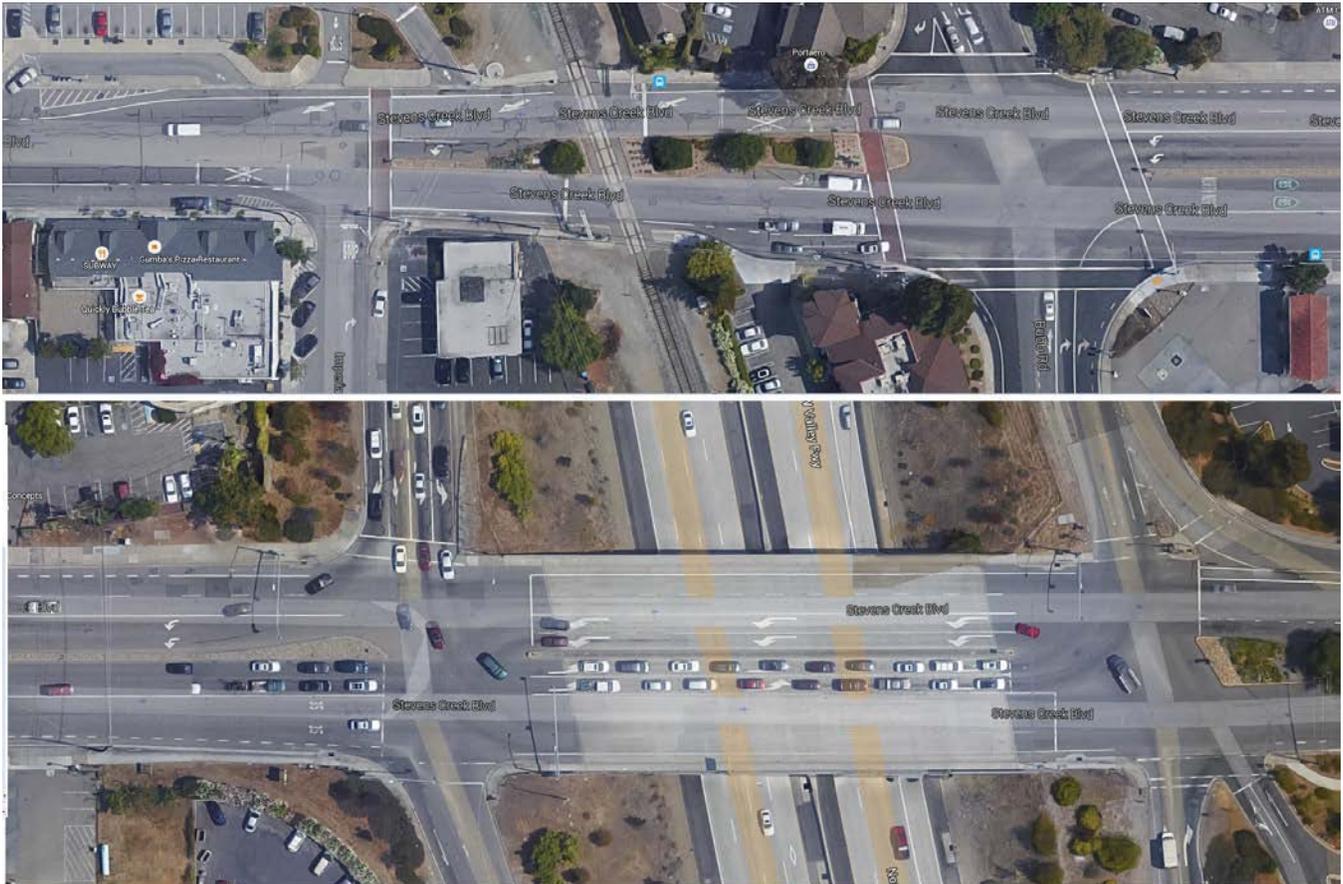
	Stevens.	Foothill	PKG.	+0.506.	Zero
BL.	-0.966.	-0.966	AREA.	Zero.	-0.264
BLW	-0.738.	-0.738	fT.	+0.4.	+0.2
CLW.	-1.992.	-1.992	fR.	+0.1.	Zero
CLV/OLV.	+1.74	+1.056	fP.	+0.5	Zero
SPD.	+1.594.	+1.558			

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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 Administration Bicycle Compatibility Score (unacceptable F score) due to complexities of adjacent commercial businesses in a high traffic density environment

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."