

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

19 Xiaomei Liu, [REDACTED]

20 Patty Ng [REDACTED]

21 Fin [REDACTED]

22



**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

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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

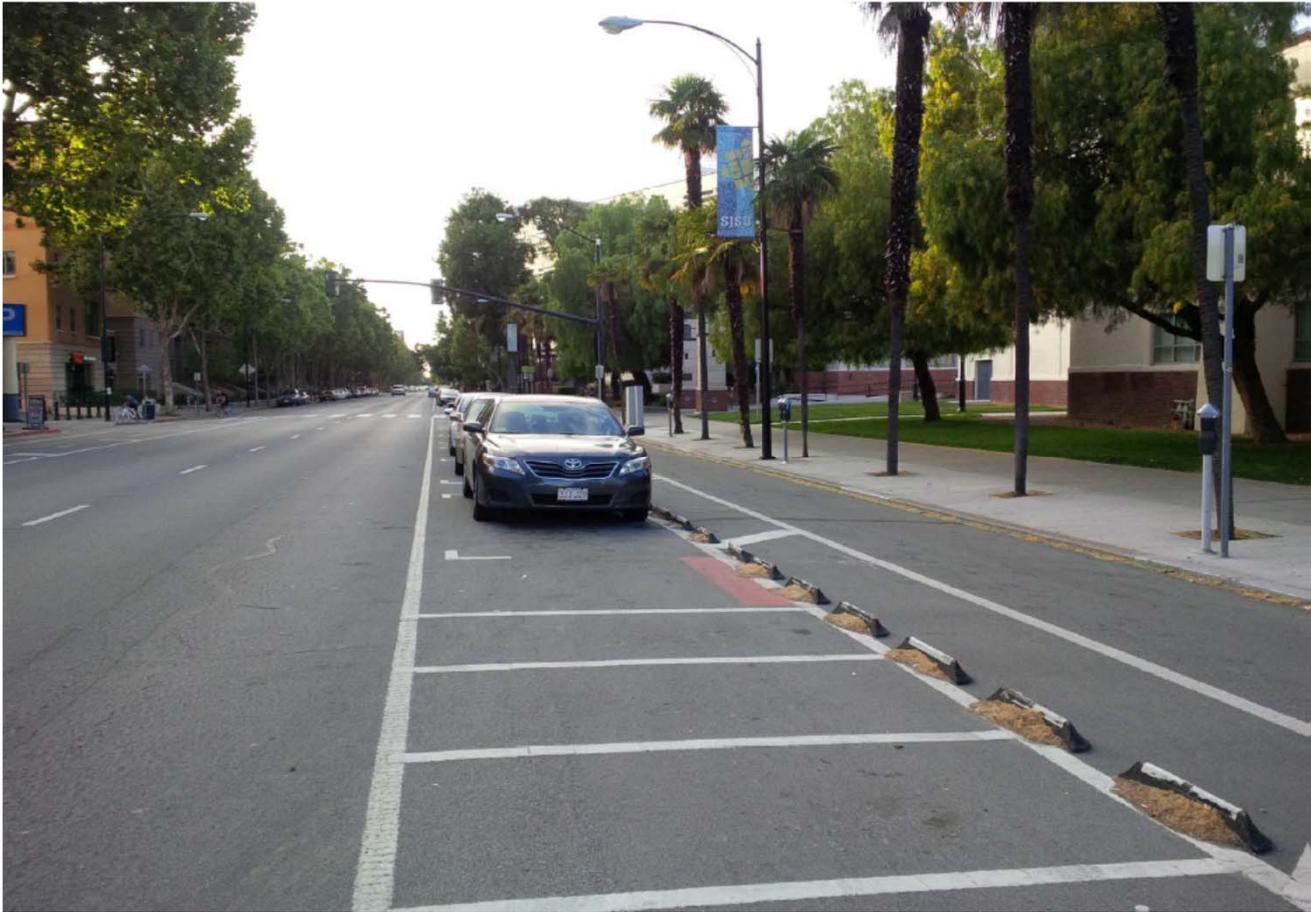
**Supplement to Comment** # 487

**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 McClellan 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.

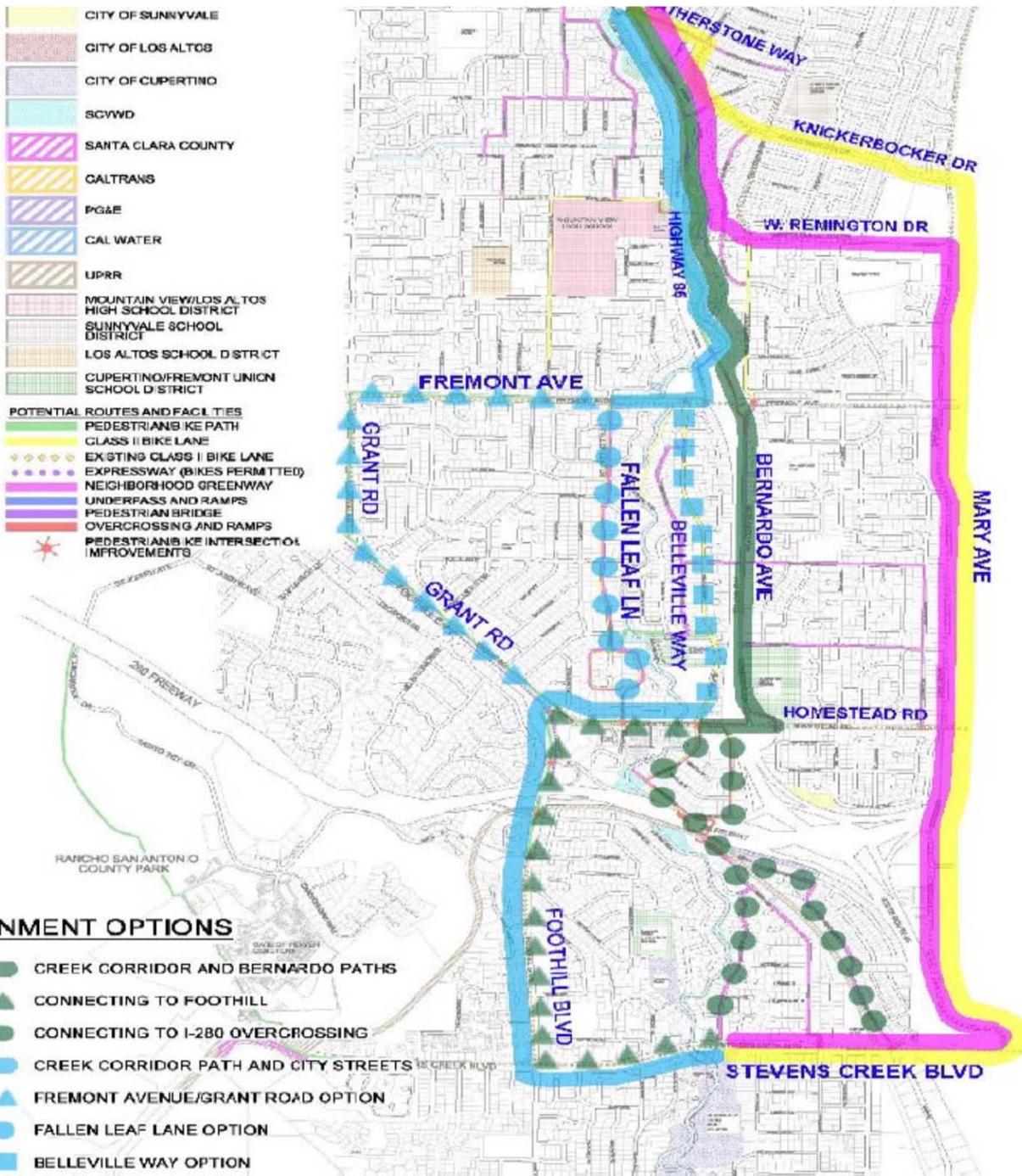
But I'm not going to tell you what I don't want, I want to tell you what I DO want, and I think a number of other people do too. They want a route that is safe, pleasant to ride on, and does not impact neighborhoods. It should be one that can be developed with prudent use of the taxpayer's money and 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



**ALIGNMENT OPTIONS**

- CREEK CORRIDOR AND BERNARDO PATHS
- CONNECTING TO FOOTHILL
- CONNECTING TO I-280 OVERCROSSING
- CREEK CORRIDOR PATH AND CITY STREETS
- FREMONT AVENUE/GRANT ROAD OPTION
- FALLEN LEAF LANE OPTION
- BELLEVILLE WAY OPTION

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



Cupertino Union School District

10301 Vista Drive • Cupertino, California 95014-2091 • (408) 252-3000 • Fax (408) 253-7845

Superintendent  
Board of Education  
Phil Quon  
Pearl Cheng  
Ben Liao  
Josephine Lucey  
Gary McCus  
Phyllis Vogel

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 attachment.

Attachment can be found at the following URL:

<http://4citiesresponsibletrails.blogspot.com>