

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.



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



South end of Fallen Leaf, looking towards Louise Lane

Pedestrians approaching Louise have very limited view of oncoming traffic until midway around corner, and vice-versa for cars and bicycles

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)

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- 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 .

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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 280¹.

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.

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!

*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!***

¹Four 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:
 - o 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



- o 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 on 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".

