

Comment #: <u>893</u>	Name: <u>Hank Chambers, Willie Lee, Kwan Lee, Ling Liu, Millicent Young, Isaac Young, Yoshiko Uemura, Jerome O'Conor</u>
Date: <u>6/9/2015</u>	Jurisdiction: <u>Sunnyvale</u>
Subject: <u>No</u>	Supplemental Document: <u>No</u>
Comment:	
<p>June 6, 2015 Dear City Council and the Citizens Working Group Committee,</p> <p>In response to the Stevens Creek Trail (SCT) Feasibility Study, we have the following comments and questions:</p> <ul style="list-style-type: none"> • South Bernardo is a narrow street with a Highway 85 sound wall on one side along with two public schools and one private school on the other. Many parents and other drivers drive on that street at all hours of the day. What would be the emergency exit for resident and students if S. Bernardo Ave becomes a one-way street? • Bikers and pedestrians on South Bernardo cannot see the creek, only the noisy Highway 85 sound wall. Inexperienced cyclists can bike on Mary, whose stop signs ensure the safety of drivers and bikers alike. Besides, the bike stores and coffee shops on Mary are a convenience for recreation bikers and travelers. • Shouldn't the City of Sunnyvale heed the community's objections, too? If South Bernardo becomes a one-way street, Wright would be our only corridor to and from home. Not only would parking be a major issue, but also traffic on Wright and the surrounding streets would become onerous. • Since safe bike lanes already exist on Mary, adding unnecessary infrastructure with city funds is a waste of taxpayer money. The traffic rules that are promoted in biker outreach and driver education programs are safeguards. Bikers and drivers just need to follow those rules. • Adding a bike trail on South Bernardo will not solve the Cupertino Middle School traffic problem. Instead, we should define the root cause of the problem and identify solutions, to be voted on by the neighborhood and the school, not by the Friends of Stevens Creek Trail or by corporations like Google and Apple, which desire to connect Mountain View to Cupertino to ease their employees' commutes. • The concerns of Belleville residents, such as school safety, also apply to the South Bernardo neighborhood. Building a class-I (nonstop) bike trail in a residential area like South Bernardo is by far not safe. • Do we want to build another bike bridge over I-280 like the virtually unused one behind Homestead High School? Furthermore, does it make sense to build a path down residential streets, intersecting multiple driveways with no view whatsoever of the creek, and then name it Stevens Creek Trail? • If, as proposed, South Bernardo is converted to a one-way street, siphoning traffic into inner-neighborhood streets, such as Wright, Astoria, Cascade, The Dalles, and Helena, what will be the traffic load on Wright? Can Wright handle the traffic to and from the two schools nearby and from the residences in the neighborhood? Has the City of Sunnyvale conducted a traffic-capacity study on Wright subsequent to a conversion of South Bernardo to one way? <p style="text-align: center;">Page 1 of 3</p>	

- As a Sunnyvale resident, I would urge our city staff to assume fiscal responsibility, optimize the use of existing infrastructure, and minimize traffic impact on the neighborhood.
- Residential streets are not recreation trails.
- I'm extremely concerned about this proposal, which will significantly impact the daily life of the South Bernardo residents and their commutes.
- Despite the open space from Dale/Heatherstone Way to Fremont Avenue, the study says that potentially 22 acres of land are available next to Highway 85, some parts of which are too narrow for a trail. (According to Chapter 4, p. 54 of the study, 15 percent of the distance is not adequate, hence requiring rebuilding the bank of Stevens Creek Boulevard.) In reality, except for a few disconnected acres crammed between the creek and Highway 85, no land is available nearby and it does not lead to Cupertino.
- Free money is a myth and we taxpayers must foot the bill for public projects one way or the other. Option 2 in the study proposes that, to connect Dale/Heatherstone to Fremont, we need to build a ramp along Sunnyvale Health Care Center over Fremont and reconstruct the Highway 85 sound wall. That's a costly undertaking that would involve the Valley Transportation Authority (VTA) and that requires substantial engineering work.
- Do consider the negative impact on the residents in the neighborhood.
- I fail to see how a special path on South Bernardo would attract enough users to justify the cost. On the contrary, the path would impose a huge inconvenience on the South Bernardo residents and the diverted car traffic would overflow to the surrounding areas.
- Ninety-seven percent of South Bernardo's residents have signed a petition to oppose the proposed changes.
- South Bernardo is the wrong choice for the SCT project for two reasons:
 - First, the intersection at Fremont and South Bernardo offers north and south entrances to Highway 85. Ensuring the safety of bikers would require the construction of an overpass at that intersection, incurring a large sum of tax dollars.
 - Second, a bike trail is already available on Mary in addition to the bridge over I-280. Why are we building yet another connection, which would not only dent our budget but also disrupt the neighborhood? Where will the bike trail lead to after the intersection at Homestead and South Bernardo? It sounds like bad planning.

Respectfully yours,

Hank Chambers HANK CHAMBERS, BERNARDO

Willie Lee WILLIE LEE, BERNARDO

Kwan Lee KWAN LEE, BERNARDO

Ling Liu Ling Liu, Bernardo

Millicent Young MILLICENT YOUNG BERNARDO.

Isaac Young ISAAC YOUNG BERNARDO.

Yoshiko Uemura Yoshiko Uemura. BERNARDO

Jerome J. O'Connor Jerome J. O'Connor Bernardo

Comment #: <u>894</u>	Name: <u>Mary Louise Middleton</u>	Supplemental Document: <u>No</u>
Date: <u>6/10/2015</u>	Jurisdiction: <u>N/A</u>	
Subject: <u>No</u>		
Comment:		

June 6, 2015

City of Sunnyval
 Attn: Public works - SCT
 456 W. Olive Avenue
 Sunnyvale, CA 94086

Can you please explain to me why bicycle riders from other cities and neighborhoods should have priority over homeowners who have purchased their homes at great expense in quiet neighborhoods to avoid unnecessary traffic and to maintain the safety and value of their homes?

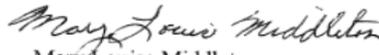
The idea of offering a trail down Phar Lap as the most practical route does not make sense to me. There are numerous routes that can connect Blackberry Farm with Sunnyvale, if that is what you want. You can use the existing bike lanes up Foothill Blvd and down the hill on Steven's Creek to the park entrance, or the Mary bridge and Steven's Creek route.

Neither of these would interfere with quiet residential neighborhoods. Neither of these routes would require restriping street lanes. Neither of these routes would deprive residents of their parking spaces. Neither of these routes would require an expensive new bridge across the freeway.

Please, please rethink before you begin ruining our neighborhood and spending big money on a unnecessary bridge project. If you really want a bridge, use the one that already exists on Mary Avenue.

Thank you for reviewing my ideas. They would be more practical and make a lot of people happy.

Sincerely,


 Mary Louise Middleton

Comment #: <u>895</u>	Name: <u>Angela Huang</u>	Supplemental Document: <u>No</u>
Date: <u>6/8/2015</u>	Jurisdiction: <u>Sunnyvale</u>	
Subject: <u>No</u>		
Comment:		
<p>June 8, 2015</p> <p>Dear Sunnyvale City Council members,</p> <p>We in the South Bernardo neighborhood community presented a petition to Sunnyvale City Councilwoman Tara Martin-Milius at a community meeting on 4/3/2013, in which we expressed our concerns and raised questions on the changes to Bernardo Avenue as suggested in the Stevens Creek Trail (SCT) proposal. That proposal is presented on page 64 (page 12 in the PDF file) of the <i>Four Cities Coordinated Stevens Creek Trail Feasibility Study</i> at--</p> <p>http://sunnyvale.ca.gov/Portals/0/Sunnyvale/DPW/Stevens%20Creek%20Trail/Draft%20Feasibility%20Report%20March%202015/4-SCT_Ch4_Pedestrian-BicyclePaths.pdf</p> <p>We also delivered a copy of the petition to Jim Griffin, Sunnyvale City Councilman at the time, at a public meeting on 4/10/2013.</p> <p>Our concerns and questions were as follows:</p> <ul style="list-style-type: none"> • Since no creek view is available from South Bernardo Avenue along the Highway 85 sound wall, we question the purpose of converting S. Bernardo to a recreation trail. • If, as proposed, South Bernardo is converted to a one-way street, what would be the traffic load on Wright Avenue? Can Wright handle the traffic to and from the two schools nearby, the residences in the surrounding area, and the businesses on Wright itself? Has the city conducted a traffic-capacity study on Wright subsequent to a conversion of South Bernardo to one way street? • Since the City of Sunnyvale has already constructed bike lanes on the Mary Avenue section between Maude Avenue and Fremont Avenue, why not use those existing lanes from Fremont Ave. to Homestead Road? That suggestion was presented by many South Bernardo residents at recent SCT meetings. Not only could bike lanes potentially bring more business to Mary, that street is also much wider than Bernardo, requiring no reduction in car lanes in favor of bike lanes. • Due to the heavy traffic to and from Cupertino Middle School, the proposal suggests that two-way traffic continue to be allowed on the South Bernardo section between Helena Drive and Homestead. In that case, bicyclists must head towards Mary anyway. Why not let them proceed straight from Fremont to Homestead on Mary? • According to the survey result in the 2012 SCT Feasibility Study, only a small number of people hike on the SCT for exercise, and mostly on weekends only. In contrast, if South Bernardo is only one way, over 300 residents and 200 parent drivers of school children must take an alternative route every day. All that additional driving would result in a significant environment impact and disrupt the resident community, hardly a prudent use of the SCT grant. • The feasibility study overlooks the problems in the intersection between South Bernardo and Fremont: It is not safe for bicyclists to cross the street there because at that intersection are the north-bound entrance into and the south-entry exit from Highway 85. We strongly recommend that a study on 		

traffic safety and an evaluation on cost be completed prior to deciding whether to convert South Bernardo to one way.

- Emergency vehicles would experience great difficulty in accessing the residences on a one-way South Bernardo. We suggest that the Fire Department evaluate the impact of the time delay.
- Does the existing class II bike lane on Mary already suffice? Eliminating the South Bernardo conversion project would mean significant budget savings to the City of Sunnyvale.
- South Bernardo being a narrow street has necessitated a sound wall on one side, hence limiting its capacity as a safe bike route. According to the survey result of the 2012 SCT Feasibility Study, South Bernardo would be classified as a recreation trail after being converted to one way. Subsequently, we in the neighborhood community raised the concern that recreation traffic might result in more trash. How about conducting an environmental study on the impact to residents, bikers, and pedestrians?
- South Bernardo accords parking space on only one side of the street. Removing that space would create tremendous hardship to the garbage collectors and drivers to and from Cupertino Middle School.

In the absence of the evaluations proposed above, we believed that the conversion of South Bernardo to a one-way street would be a rash and minimally justified decision. We requested the opportunity to review the evaluation reports when they become available.

Also, we questioned if the City of Sunnyvale could legitimately use the recently passed Open Space (Measure AA) Preserve grant for the South Bernardo conversion and would like a funding review. Our understanding was that the grant is for open space only, not for lane conversions on city streets such as South Bernardo. It is not for over-crossing ramps or a new bridge over State280.

This petition garnered a total of 294 (215 plus 79 collected after 4/3) signatures, of which about 260 were from the residents in the area that covers Bernardo to Wright and Fremont to Helena and Belleville. The remaining signatures were from Sunnyvale residents outside that area but who frequently visit the South Bernardo neighborhood. Additionally, a survey we conducted found that 97 percent (89 out of 92) of the polled South Bernardo neighborhood residents opposed the proposed changes to South Bernardo. Those residents lived on Bernardo, Baker, or Butte.

Since the publication of the *Four Cities Coordinated Stevens Creek Trail Feasibility Study* in 2013, a final report became available on 3/25/15 with an identical proposal for the conversion of South Bernardo to a one-way recreation trail. Our concerns, therefore, remain the same.

In conclusion, as Sunnyvale residents, we would like our city staff to assume fiscal responsibility, optimize the existing infrastructure, and minimize noise and traffic in our neighborhood. Thanks for reviewing and considering our petition and taking into account our concerns.

Sincerely,

Angela Huang
Butte Court



**Meeting with Tara Martin-Milius, Sunnyvale City Councilwoman
And ABC (Against Bernardo Change) Citizens Group
At Pam and Tom LaPierre's home
7:00 PM 4/3/13 (Wed)**

- 6:30 pm - Set up maps and poster board and set out sign-in sheet
7:00 pm - Everyone arrives, signs in and gets name tags
7:15 pm - Welcome by Pam
Meeting Ground Rules by Tom
Introduction of Tara Martin-Milius by Pam
- 7:20 pm – Tara introduces herself and her position on the Trail Advisory Group
Update us on project status
- 7:35 pm - Present Petitions and Overall Numbers – Angela
- Thank signature gatherers: Jerry O'Connor, Yoshiko Uemura, Irene Francisconi, Amy Tam, Pam LaPierre and Angela Huang
- Special thanks to Ed Bloom who helped Angela write the petition
- 7:45 pm– Key Points and Concerns Discussion Time – (monitored by Tom LaPierre)
- Traffic and loss of residential parking in front of our homes – 15 min. anyone can talk
- Safety Concerns – 15 min. anyone can talk
- Property value decrease Concerns – 15 min. anyone can talk
- 8:30 pm - Ms. Martin-Milius comments & future action items

Here are some of our concerns:

Traffic

- Turn Bernardo into One-way Street which will put all traffic onto inner neighborhood streets.
- Recreational walking/biking plus highway 85 sound wall. Traffic plus noise for neighborhood and pedestrian.

Safety Concerns

- Two schools on both North and South of S. Bernardo Ave.
- More Congestion
- Less Available parking
- High crime rate
- More trash and loitering
- Less safe for kids to play

Other Concerns

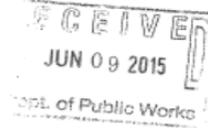
- Property value
- Why duplicate existing bicycle trails;
- Use saved money to make existing bike trails safer
- Endorse removal of Bernardo from the plan.

<http://sunnyvale.ca.gov/Departments/PublicWorks/StevensCreekTrailJointCitiesFeasibilityStudy.aspx>

Comment #: 896 **Name:** Valerie Armento
Date: 6/9/2015 **Jurisdiction:** Sunnyvale **Supplemental Document:** Yes
Subject: Comments on Stevens Creek Trail Feasibility Study
Comment:

COMMENTS ON STEVENS CREEK TRAIL FEASIBILITY STUDY

By Valerie Armento, resident of Reach 2 in Sunnyvale since 1991



I have read the entire feasibility study and attended all three community outreach meetings.

The plans going back to 1961 and 1980 were forward-thinking ideas, but the cities, particularly Sunnyvale, did not act to preserve lands along the creek route, so certain opportunities were lost.

It is clear that a Class 1 bikeway is what the trail advocates want, and if anyone has experienced a lot of the bike commuters whizzing by on the existing Class 1 portions of the trail, the only type of trail that is safe. A Class 1 trail also is preferable for recreational purposes for cyclists and walkers.

Much of a Class 1 trail could be developed, although at a high cost, by utilizing public lands, primarily in conjunction with the Caltrans right-of-way for the 85 Freeway. The Feasibility Study does a disservice by declaring "infeasible" any alternative simply because an entity (often but not exclusively Caltrans) is "not supportive" since for years the City of Sunnyvale was against the trail and then changed its official position to a tepid endorsement. The Sunnyvale Public Works Director stated that "feasibility" referred to engineering feasibility, which is different from what the Feasibility Study contains. The Feasibility Study is deficient in this regard, and as a result, does not discuss several alternatives which are feasible from an engineering standpoint and which often are preferable.

The cities should leverage as much as possible the plans to improve existing roadways and interchanges which could benefit the extension/connection of existing trail segments, such as anticipated Santa Clara County Roads and Airport projects. The Friends of the Stevens Creek Trail could raise the funds necessary for a true Class 1 bikeway, much like the Friends of the Fremont Pool raised the funds for a larger pool and public locker rooms at Fremont High School. Instead of squandering public money on a myriad of questionable reconfigurations and unnecessary greenways, etc. in residential neighborhoods, put the public funds together with private funds and do it right, even if it takes time.

I would support a Class 1 trail in Sunnyvale running from the current Class 1 trail at Dale/Heatherstone to Homestead in conjunction with public lands in the vicinity of the 85 Freeway, and then utilizing the short route along Homestead to connect to the Don Burnett Bridge, or a route that uses Foothill Expressway.

It is abundantly clear that a new pedestrian/bicycle bridge over the 280 Freeway is viewed by most as a colossal waste of public funds. Grant money, etc. is not "free" money as some have suggested; it is taxpayer money one way or another. If FOSCT wants to fund another bridge,

then such a bridge could be considered but with two other ways to get from one side of 280 to the other in close proximity, another bridge makes little sense.

It is abundantly clear that if a Class 1 trail is not going to be built, the vast majority of homeowners and residents in Reach 2 prefer that existing bicycle routes be used to connect along Remington to Mary and over the Don Burnett Bridge. If cyclists want to veer off of at Homestead and go to Foothill Expressway as a way to traverse the 280 Freeway, that is always an option.

Leave the rest of the residential neighborhoods and streets alone; people are free to travel through these areas if they want, but official bike lanes, signage, greenway improvements, etc. are not desired or necessary (and would require continuous upkeep and maintenance, with related costs). Far too many driveways exist in residential areas presenting substantial accident potential. Residents rightly abhor the potential loss of parking in their neighborhoods. Not everyone has the physical capability to cycle, or even walk, and these people need to be considered as well as the more robust.

Ardent "trail" advocates should move beyond their fixation that the Stevens Creek Trail needs to be as close to Stevens Creek as possible. Note Stevens Creek Boulevard does not even run in the same direction as the creek it is named for.

Comment #: 897 Name: Glenn Lenker
Date: 6/9/2015 Jurisdiction: Cupertino Supplemental Document: No
Subject: No
Comment:

s_c_trail.txt

My name is Glenn Lenker.

I live at [REDACTED] Barranca Dr. Cupertino Ca 95014. I have been at this address for 43 years. We bought a house in Homstead villa because it is a very quite neighborhood. There are only two ways to enter this neighborhood and both are from homestead road. Therefore there is 'NO THRU TRAFFIC'. If the trail would go thru our neighborhood it would complete change the neighborhood.

Some people would like the trail to go thru neighborhood's because the feel it is safer for young children and older adults. These people should drive to where they think it is safe. I am a runner and I go to a school track to run because it is safer. It is also easier on your joints. Also run at Rancho San Antino park which has good trails and lots of wild life.

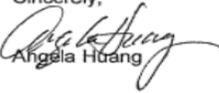
Lets spend money upgrading what is in place. There is no reason to spend LOTS money buliding a new bridge. I realize that Stevens creek Blvd and 85 needs to be upgraded but it would be lots cheaper than a new bridge. The Mary bridge was built for the trail and now it is not good enough or the right place , this does not make any sense. It is less than 1 mile from Barranca to Mary where the existing bridge is.

I think a trail from the bay to stevens creek reservoir is a good but lets upgrade and use what is in place. Going thru residential areas is a BAD Idea.

Regards
Glenn Lenker



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Comment #: <u>898</u>	Name: <u>Angela Huang</u>	Supplemental Document: <u>Yes</u>
Date: <u>6/8/2015</u>	Jurisdiction: <u>N/A</u>	
Subject: <u>44 page Petition</u>		
Comment:		
<p style="text-align: center;">April 3, 2013</p> <p style="text-align: center;"><i>To whom it may concern,</i></p> <p style="text-align: center;"><i>A total of 215 signed the petition. 213 are from our neighborhood, boundary covers Bernardo to Wright, Fremont to Helena and Belleville. Two signatures are from outside the Neighborhood. These 2 Sunnyvale residents visit the Bernardo neighborhood a lot. They believe the changes on Bernardo will cause their inconvenience.</i></p> <p style="text-align: center;"><i>97% (89/92) of Bernardo Ave. residents whom I have asked (Bernardo, Baker, Butte Court) oppose the SCT proposed changes to Bernardo Ave.</i></p> <p>Sincerely,</p> <p style="text-align: center;"> Angela Huang</p>		

Comment #: <u>899</u>	Name: <u>Michael Eiger</u>	
Date: <u>6/9/2015</u>	Jurisdiction: <u>N/A</u>	Supplemental Document: <u>Yes</u>
Subject:	<u>Stevens Creek Feasibility Trail Study Feedback</u>	
Comment:	Please include in study appendix	

Comment #: 900	Name: Larry Klein	Supplemental Document: No
Date: 6/10/2015	Jurisdiction: Sunnyvale	
Subject: Feedback on the Stevens Creek Trail Extension		
Comment:		

Dear Council Members, City Staff and Citizens Group Members,

I have been a member of the Stevens Creek Trail Four Cities Citizens Group from the beginning two and a half years ago. It has been a long process, but I think that the final Feasibility Report has captured the different routes that are feasible. It became obvious that certain routes [e.g. Fallenleaf, Bellville] caused a lot more public outcry because they were even considered, but the investigation has weathered the storm and the report is better for taking other options into consideration.

As for my opinion, I think there are several things that should be approved that are obvious immediate benefits to everyone: Adding a Class 1 Trail from Heatherstone/Dale to Fremont implements the main goal of the trail extension effort. It creates a Class I Trail and opens up access to 22 acres of Open Space along Stevens Creek. There would be issues as it is implemented, but Mountain View has provided a great example on how to add a trail while also creating usable open space.

Secondly, there should be a Pedestrian Overcrossing Bridge over Fremont Avenue to Bernardo. This intersection of HWY85/Fremont/Bernardo is particularly dangerous. This bridge would add a safe way for bikes or pedestrians traveling on the north or south side of Fremont to be able to cross to the other side without have to interact with cars. We have had far too many accidents there, and it is one of the major cycling routes. Let's make it safe for pedestrians and cyclists at this busy intersection. Going farther south, we have several options:

South of Fremont, the best trail option is to create a Bernardo Class 1 Trail between Fremont and Homestead, this either removes parking along Bernardo (keeping it a 2 way street) or makes Bernardo 1-way street (even less amenable to neighbors, keep parking, but changing their driving patterns) to add a dedicated Class I Trail that could would take travelers as far as Homestead. The City of Sunnyvale has a policy that Street Parking does NOT have precedence over bike lanes, so the City could officially remove the parking and create a Class 1 Trail along the sound wall. However, I think the neighbors will fight that decision, even though that would provide the safest route for students attending Cupertino Middle School and a Class 1 Trail (the main goal). At a minimum, a new bike lane/greenway should be added along Bernardo to encourage safe biking to/from Cupertino Middle School.

South of Homestead, peds/bikes would have the option to take Homestead to Foothill or utilize the Mary Bridge over 280. A "new" overpass over 280 seems like it would never get approved (goes into "quiet neighborhood" and getting citizens to support a SECOND bridge across 280 would probably never happen). Maybe Southern Pacific will allow a trail under 280 at some point, but that might only come to pass sometime in the future [but it should always be kept as a possible option].

That being said, there are improvements that could be made to Homestead/Grant/Foothill/280 that would immediately beneficial to a lot of cyclists. Similarly, improving the Stevens Creek Blvd corridor as it passes across HW85 would improve those traveling south from the Mary Bridge over 280.

Both of these sets of improvements would give immediate benefit to a lot of people, and I hope that the Councils will support it.

Finally, there are a few other secondary improvements that could be done.
Improve Heatherstone as a Greenway for bike traffic going near Cherry Chase school and on to Mary.

We need to keep in mind that once the vision and possible routes are selected, it could be years before we find funding [local/county/state or federal]. However, if we don't create the vision now we will NEVER improve or extend the Stevens Creek Trail. A Class I Trail is the safest solution for everyone, and we should do the utmost to support that longterm goal.

Thank you for your time and consideration!

-Larry Klein
Sunnyvale Resident and member of the Stevens Creek Trail Four Cities Citizens Group

Comment #: <u>901</u>	Name: <u>Nicholas Stavrakos</u>	
Date: <u>6/10/2015</u>	Jurisdiction: <u>Los Altos</u>	Supplemental Document: <u>No</u>
Subject: <u>Feedback on Stevens Creek Trail</u>		
Comment:		
<p>Dear Representatives:</p> <p>I have been following the Stevens Creek Trail discussion for some time now and before the public comment period comes to an end I wanted to state that I am opposed to any option that turns residential streets into thoroughfare for bikes and people. Many people, including myself, bought into our neighborhood because we like the quiet atmosphere. Adding these high traffic trails to residential streets ruins that environment and changes the character of the neighborhood forever. There are plenty non-residential streets, such as Fremont, Homestead, Grant, etc. that can handle this traffic and at a much lower cost. At a time we continue to increase our taxes to fund schools and other public works, spending the excessive amount of money to build bridges and tear up streets seems unwise. None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear. None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone. There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment. Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here. Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study. Thank you. Nicholas Stavrakos</p>		
Comment #: <u>902</u>	Name: <u>Tim Oey</u>	
Date: <u>6/8/2015</u>	Jurisdiction: <u>Sunnyvale</u>	Supplemental Document: <u>No</u>
Subject: <u>Friends of Stevens Creek Trail recommended next steps after feasibility study</u>		
Comment:		
<p>Dear Staff, Working Group Members, and Council Members:</p> <p>The Friends of Stevens Creek Trail favors bicycle and pedestrian trails that are direct and completely separated from motor vehicles.</p> <p>We encourage the Four Cities to move forward with a Master Plan for the Creek Corridor/Bernardo Avenue path, a trail between Dale/Heatherstone and Homestead along the creekside public land and Bernardo, because it is the only alignment option identified in the feasibility study that is completely separated and most direct.</p> <p>As for the segment 3 route from Homestead to Stevens Creek Blvd, we would like a route that is direct, easy, and safe for children and families. We think further study is needed for this segment.</p> <p>We hope the Master Plan will address all the community and neighborhood concerns that have been raised.</p> <p>Sincerely, Tim Oey</p>		

Late Comment #: <u>1</u>	Name: <u>Nancy Claunch</u>
Date: <u>6/10/2015</u> 5:01 PM	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>SCT</u>	
Comment:	
All,	
My choice Knickerbocker/bernardo/Remington/mary to the bridge/Cupertino bike plan/through college/McClellan Ave to Blackberry Farm to directly connect to Mc Clellan ranch preserve	

Late Comment #: <u>2</u>	Name: <u>Felicia Richard</u>
Date: <u>6/10/2015</u> 5:02 PM	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>About stevenscreek bike routes</u>	
Comment:	
We already impacted by vehicles dropping off and pick up kids In Belleville and Bedford ave. and also lots of kids who bike to elementary school and middle school. For safety reasons we are don't agree that the bike routes here.	
Felicia, Richard	
Sent from my iPad	

Late Comment #: <u>3</u>	Name: <u>Kiran Mundkur</u>
Date: <u>6/10/2015</u> 5:04 PM	Jurisdiction: <u>Los Altos</u> Supplemental Document: <u>NO</u>
Subject: <u>The Stevens Creek Trail</u>	
Comment:	
Honorable Representatives	
As a 29 resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.	
Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.	
Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.	
Kiran Mundkur	

Late Comment #: <u>4</u>	Name: <u>Sun Family</u>
Date: <u>6/10/2015</u> 5:05 PM	Jurisdiction: <u>Cupertino</u> Supplemental Document: <u>NO</u>
Subject: <u>Routes of Stevens creek feasibility Study</u>	
Comment:	
To whom it may concern, We are the residents of Cupertino who live on Dempster Ave. We just learned that Dempster Ave could become the route of Stevens Creek Trail. We are strongly opposed the idea based on the following reasons:	
1) there are lots of elder people who live on this street.	
2) lots of kids play on this street too	
3) somerset park might be gone due the construction.	
4) Cost more money if this route is picked.	
5) it would be more unsafe towards certain people	
Please consider our opinions and make the right decision.	
Thanks!	
Sun Family	

Late Comment #:	<u>5</u>	Name:	<u>Rekha Mundkur</u>
Date:	<u>6/10/2015</u>	<u>5:07 PM</u>	Jurisdiction: <u>Los Altos</u>
Subject:	<u>The Stevens Creek Trail</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Honorable Representatives,</p> <p>As a 17 year resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.</p> <p>Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.</p> <p>Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.</p> <p>Rekha Mundkur</p>			
Late Comment #:	<u>6</u>	Name:	<u>Ronak Mundkur</u>
Date:	<u>6/10/2015</u>	<u>5:08 PM</u>	Jurisdiction: <u>Los Altos</u>
Subject:	<u>The Stevens Creek Trail</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Honorable Representatives</p> <p>As a 15 year resident of Los Altos, I have enjoyed the peace and safety of Fallen Leaf Lane and Louise Lane. I am seriously concerned with the security of residents if the Stevens Creek Trail were to go through the residential streets of Fallen Leaf Lane and Louise Lane in South Los Altos. Adding bicycle and foot traffic to these peaceful and safe residential streets will invite elements in to the neighborhood to introduce and increase theft and vandalism. I strongly oppose using Fallen Leaf Lane and Louise Lane for the Stevens Creek Trail for the dangers they pose to its residence.</p> <p>Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.</p> <p>Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.</p> <p>Ronak Mundkur</p>			

Late Comment #: <u>7</u>	Name: <u>Steve Bogart</u>
Date: <u>6/10/2015</u> <u>5:12 PM</u>	Jurisdiction: <u>Los Altos</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail Feedback</u>	
Comment:	
<p>Dear Representatives;</p> <p>I'm writing to let you know of my concerns regarding the Stevens Creek Trail extension. I feel that any consideration of placing this trail along Fallen Leaf Lane should be dropped. The reasons are many and varied, including the following:</p> <ol style="list-style-type: none"> 1) The danger presented by the passage of hundreds of bicyclists, joggers, strollers and walking traffic past the many houses along Fallen Leaf lane would be overwhelming. Cars backing out or entering their driveways would present a deadly danger to the tail users, and the trail users would make access to the houses by their residents very difficult during times of high traffic. The trail is meant to be used, and thus a high volume of traffic is a desired and expected result. It would be irresponsible to put this intended traffic volume at odds with the safety of the users and access of residents. 2) Enjoyment of the trail by its users would be greatly diminished if it were to be situated along a busy street with driveways approximately every 100 feet. Even by taking land from the front yard of residents along Fallen Leaf Lane, the roadway is not sufficient to facilitate automobile traffic, as well as foot and cyclist traffic. It would be akin to asking trail users to run a gauntlet with danger on both sides. 3) A busy trail going through the front yard of all residents along Fallen Leaf Lane would greatly diminish the enjoyment, safety and value of the home owner's property. I don't want a trail through my front yard nor would most anyone else. This has been very clearly articulated by the residents who have shown up in large numbers at City Counsel Meetings. 4) The legal/financial liability to the City of Los Altos for injuries or deaths caused by the conflict of automobile traffic and trail users would be enormous. If accidents occur along the trail, as they surely will, the blame will rest wholly or partially with the City of Los Altos because of their decision, against the wishes of the residents, to place the trail in a location that is known to be dangerous. <p>Although would enjoy an extension to the trail, please remember that the voting population is made up much more of those people who show up at the public hearings and City Counsel meetings. If this trail extension is placed on a residential street like Fallen Leaf Lane, I am confident you will see the negative repercussions at the next election, if not before.</p> <p>Thank you for considering my concerns,</p> <p>Steve Bogart</p>	
Late Comment #: <u>8</u>	Name: <u>Savita Gokhale</u>
Date: <u>6/10/2015</u> <u>5:17 PM</u>	Jurisdiction: <u>Sunnyvale</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail Feedback</u>	
Comment:	
<p>Hi,</p> <p>I am a resident of Sunnyvale and I live near Belleville. I am extremely opposed to having the trail go through Belleville where it will cause more problems to traffic already difficult due the school traffic. My preference would be to utilize Mary to get to the 280 over pass bridge next to Homestead High School.</p> <p>Thanks, Savita Gokhale</p>	

Late Comment #:	<u>9</u>	Name:	<u>Florence Lin</u>
Date:	<u>6/10/2015</u>	Jurisdiction:	<u>5:20 PM N/A</u>
Subject:	<u>No trail on Fallenleaf Lane</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Honorable Representatives,</p> <p>As residents living less than one block from Fallenleaf Lane, we feel it is inappropriate to continue the Stevens Creek Trail on Fallenleaf Lane. There is a moderate amount of vehicular traffic on Fallenleaf Lane which will endanger anyone who proposes to use it as a trail. Also, Fallenleaf Lane is not a straight thoroughfare but winds several times before intersecting with Homestead Road.</p> <p>None of the proposed residential street routes from Fremont to Homestead will be like the existing Trail. They run along streets, not Nature. The Report fails to make this clear.</p> <p>None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.</p> <p>There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.</p> <p>Respect, accept and adopt the 2008 Los Altos Stevens Creek Trail study findings in the feasibility study.</p> <p>For these reasons, we hope the council will reject any proposal for a trail along Fallenleaf Lane. Thank you for your considerations.</p> <p>Florence Lin</p>			
Late Comment #:	<u>10</u>	Name:	<u>David Simons</u>
Date:	<u>6/10/2015</u>	Jurisdiction:	<u>5:29 PM N/A</u>
Subject:	<u>Stevens Creek Trail Feasibility Study</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Dear City of Sunnyvale,</p> <p>I wish to support the extension of the trail. I believe that one of the options close to Stevens Creek will work out excellently.</p> <p>I would like to see the support of this issue to provide this trail extension sooner than later.</p> <p>In years past I have been disappointed by neighbors of mine who are more concerned with change. But, I have seen the neighborhoods of Cupertino, Mountain View and sections of Sunnyvale survive and flourish after bridges and trails have been added. The nit picking may have been useful to create a nicer trail environment, but it would have been a wrong decision to not have created what the area has already created. And I believe that this applies to this extension as well.</p> <p>With respect, David Simons</p>			
Late Comment #:	<u>11</u>	Name:	<u>Jason Williams</u>
Date:	<u>6/10/2015</u>	Jurisdiction:	<u>5:40 PM N/A</u>
Subject:	<u>SCT trail</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>To Whom It May Concern:</p> <p>I strongly advise against creation of a trail that runs along Bedford Ave and Belleville. Most significantly, there is limited access to these communities and already a problem with traffic/backlog and emergency vehicle access. Additionally, it does not seem fiscally responsible to spend large amounts on creation of new bridges rather than using existing bridge.</p> <p>Thank you,</p> <p>Jason Williams</p>			

Late Comment #: 12 **Name:** Lloyd Hiramoto
Date: 6/10/2015 5:27 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: SCT Feasibility

Comment:

The Stevens Creek trail as it exists through Mountain View is a great class 1 trail that is protected from vehicles and goes along the creek for the most part. However for the proposed section through Sunnyvale, the options being considered are not even close to the creek (the creek would not be able to be viewed due to all of the private properties) and will not be possible to be a true class 1 trail. Therefore remainder of the Stevens Creek trail should mainly consider safety, cost and effect on the quality of the neighborhoods that it would traverse through.

The routes using both Belleville Way and Fallen Leaf Lane will start to have increased car traffic in the near future with the opening of the Stanford medical clinic at the intersection of Fremont Avenue and Belleville Way. The Belleville Way and Fallen Leaf Lane routes would be used by vehicles to access the future medical center. As it is right now, Belleville Way has quite a bit of traffic from the elementary school on Belleville Way and also from vehicles just cutting through from Homestead Road to Fremont Avenue.

If you look at the amount of resident vehicles parking on Belleville Way, to take away one side of the street for a bike lane would be a ridiculous hardship for the homeowners on Belleville Way and will expose the homeowners to traffic when crossing Belleville to access their home after parking across the street.

Although our economy is doing well now, it would be fiscally irresponsible to construct a new bridge over Hwy 280, especially when one was recently built and is just down the street at the end of Mary Avenue.

Since the portion of the trail through Sunnyvale will never be a class 1 trail, why affect the neighborhoods with all of the changes/disruptions. The focus of the effort should be on defining safe existing routes that provide access to the portions of the class 1 trail.

Thank you,
Lloyd Hiramoto.

Late Comment #: 13 **Name:** Cherie Walkowiak
Date: 6/10/2015 5:40 PM **Jurisdiction:** Mountain View **Supplemental Document:** YES
Subject: Comments in favor of the trail extension

Comment:

Hello,

Thank you very much for looking into the feasibility of extending the Stevens Creek Trail from Mountain View to Cupertino. I see such a connection as invaluable for bicycle commuters, runners, dog walkers, people pushing strollers, and I'm sure countless others. People will be able to use this for recreation as well as transportation (commuting to work or school, or getting to other nearby places like restaurants, dentist, the pharmacy, or grocery store for those of us who shop by bike (I use a cargo bike and double stroller for a week's worth of groceries for my family of four, but a backpack is all one needs to carry a small load).

I would love to see a connection that is 1) safe enough for children, 2) appealing, and 3) as direct as possible.

My preference would be to create a true trail the length of the creek, preserving or restoring the natural scenic beauty such as Mountain View has done.

My second choice would be to build a combination of trails where feasible, and protected bikeways otherwise, keeping bicyclists separated from both cars and pedestrians with a physical separation. Protected bike lanes are also called separated bike lanes, cycle tracks, and in California - Class IV bike lanes. With protected bike lanes, cyclists are separated from cars by landscaping, elevation (like a sidewalk for bikes), a curb, parked cars, planter boxes, or bollards. I've attached a photo of a beautiful protected bike lane on Polk in San Francisco. For more images, here is a photo album on protected bike lanes in North America:
<https://www.flickr.com/groups/northamericacycletracks/pool/>

See the Federal Highway Administration's Separated Bike Lane Planning and Design Guide for specifics on how to design them, here: (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)

The guide leaves something to be desired in the intersection section. Protected intersections are the perfect complement to protected bike lanes, as they keep the cyclists separated from cars even through the intersection, with safety islands where cyclists can wait for their green light, bicycle signal heads to separate car flow from bike flow if needed, a forward stop bar that creates very good visibility between the person biking and driving, and setback crossings which create a safe place for cars to wait for a cyclist to cross in front of him or her. Learn more here: www.protectedintersection.com

image

Protected Intersections for Bicyclists

This site will develop into a clearinghouse for exploration, examples, images, references related to the Protected Intersection design concept. Learn more in th

View on www.protectedintersection.com

Preview by Yahoo

Looking at the map in the SCT feasibility study, it seems to me that Bernardo would be the most direct route if a creekside trail is not an option. If there is room on Bernardo for protected bikeways, that would be my second choice for alignment. If there is not enough room on Bernardo, then one of the roomier streets would be my preference. Protected bike lanes are best suited for streets that have a posted speed limit greater than 25mph, or where there is heavy traffic flow or a lot of kids, like in front of schools.

Thank you very much for considering my ideas,
Cherie Walkowiak
Mountain View resident

Late Comment #: <u>14</u>	Name: <u>June Cheng</u>
Date: <u>6/10/2015</u> <u>5:42 PM</u>	Jurisdiction: <u>Los Altos</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail</u>	
Comment:	
Esteemed Representatives:	
I oppose the Stevens Creek Bike trail running through Fallen Leaf Lane in Los Altos. I feel it is very dangerous due to the high amount of speeding traffic and residents not able to see the numerous bikers in the neighborhood.	
None of the 'feasible' residential streets is safe for a Trail. There are too many driveways and intersections. Pretending a street is safe like a Trail endangers everyone.	
Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.	
Thank you for your consideration and for respecting our neighborhood and home.	
Best regards,	
June Cheng	
Late Comment #: <u>15</u>	Name: <u>Jeral Poskey</u>
Date: <u>6/10/2015</u> <u>6:01 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>YES</u>
Subject: <u>Gooodle feedback regarding Stevens Creek Trail Extension</u>	
Comment:	
Attached is Google's feedback regarding the Stevens Creek Trail extension, as a PDF file.	

Jeral Poskey	
Late Comment #: <u>16</u>	Name: <u>James Lee</u>
Date: <u>6/10/2015</u> <u>6:13 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>No Subject</u>	
Comment:	
our family and I live on Belleville and we DO NOT wish the trail to be routed through our street.	

Late Comment #:	<u>17</u>	Name:	<u>Venki Sesgaadri</u>
Date:	<u>6/10/2015</u>	<u>7:15 PM</u>	Jurisdiction: <u>N/A</u>
Subject:	<u>Cupertino stevens creek trail proposed extension feedback</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Hi, my name is Venki Seshaadri and I am a resident of the Phar Lap/Mann/Madera Drive neighborhood.</p> <p>As a resident living on Madera Drive, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.</p> <p>Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.</p> <p>Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.</p> <p>Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.</p> <p>The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.</p> <p>Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.</p> <p>Another major concern for myself personally, is the safety of my three very young children. We are the second to last house on Madera and live on a dead end street where the primary traffic is from residents living there. They are accustomed to playing in the front yard and riding their bikes in front of our house on the street. I absolutely would no longer feel safe to allow my children this kind of freedom with the proposed route through our neighborhood.</p> <p>I respectfully ask the working group and city council members to take Phar Lap/Mann/Madera Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.</p> <p>Yours Sincerely,</p> <p>Venki Seshaadri</p>			
Late Comment #:	<u>18</u>	Name:	<u>Jim Frankola</u>
Date:	<u>6/10/2015</u>	<u>7:16 PM</u>	Jurisdiction: <u>Saratoga</u>
Subject:	<u>Trail Extension</u>		
Supplemental Document:	<u>NO</u>		
Comment:			
<p>Hi,</p> <p>I am in strong support to the trail extension. I live in Saratoga and have worked in various locations in the bay area such Sunnyvale and Palo Alto. I would like to bike to work more often, but the roads are dangerous, especially with the heavy use of smart phones.</p> <p>A dedicated trail (separated from car traffic) would be a fantastic investment for the area. It will allow us to house more people in our limited real estate, raise the quality of life, reduce car traffic, promote healthier living, etc.</p> <p>Regards,</p> <p>Jim Frankola</p>			

Late Comment #: 19 **Name:** Trisha Vavak
Date: 6/10/2015 8:14 PM **Jurisdiction:** N/A **Supplemental Document:** NO
Subject: NO UNSAFE IN RESIDENTIAL FAMILY NEIGHBORHOOD CHILDREN

Comment:

Dear Feasibility Study,

I attended the meeting in Mountain View and spoke against the Stevens Creek Trail going Through residential neighborhoods.

I live on Maxine Avenue in Homestead Villa. It's a quiet safe neighborhood that has been There for 63 years. The neighborhood has many families with lot of small children. There are Even more children playing in the neighborhood on the weekends when visiting friends and Families in this family neighborhood.

Maxine Avenue has many families with small innocent Children that play on the sidewalk and Street. There are babies. Toddlers learning to walk, children learning to ride bikes with training wheels Children that ride their bikes and children that just play. It is not safe to have any bike lanes or Trails through a family neighborhood with children. Many of the bike riders ride fast and in Packs of 10-12 riders. If they hit a little child that accidently ran in their path it would probably be A fatality. A fatality that should never been allowed to happened because of unsafe bike lanes And bike trails going through residential family neighborhoods.

There is also a day care center on Maxine Avenue that has parents dropping of their little ones And picking them up. Too many little innocent children on Maxine Avenue to have unsafe bike Lanes and unsafe bike trails.

This is a feasibility to study to see what is feasible and safe for children that live and play in residential Neighborhoods. **IT IS NOT FEASIBLE TO SAFELY PUT BIKE LANES OR BIKE TRAILS IN RESIDENTIAL FAMILY NEIGHBORHOODS!** It is too dangerous and not worth the life of an innocent child.

I sincerely hope the 4 cities involved in making final decisions concerning the Steven Creek Trail will Not allow any bike lanes or trails that put innocent children's lives in danger.

Sincerely,

Trisha Vavak

Late Comment #: <u>20</u>	Name: <u>Rohan Iyer</u>
Date: <u>6/10/2015</u> <u>8:35 PM</u>	Jurisdiction: <u>Cupertino</u> Supplemental Document: <u>NO</u>
Subject: <u>No subject</u>	

Comment:

Hi, my name is Rohan Iyer and I am a resident of the Phar Lap/Mann Drive neighborhood.

As a resident of the Phar Lap neighborhood, I am very concerned about the impact of a possible route running through my neighborhood. I have several concerns.

Our neighborhood is located between the creek on the West, Highway 280 on the North and Highway 85 on the East, with no outlet on these sides. Two small residential streets off Stevens Creek Blvd serve as the only way in and out. These neighborhood streets were designed as cul de sac for neighborhood traffic only, and not for designated bike trail traffic and can't serve every level of bicyclist. The hill is too steep for a 5 year old with training wheels, while the connection is too slow for the triathlon athlete. I am concerned that the designated trail traffic would choke these small neighborhood streets and be irreversibly disruptive for residents. Especially, on weekends, the proposed bike bridge would spill hundreds of cyclists including beginning riders and walkers onto this neighborhood. On streets with driveways, trash cans and a multitude of bikes zipping by there will be collisions and people will get hurt. I don't want this route to be positioned as a safe trail like option.

Phar Lap is already used as overflow and convenience parking for the Blue Pheasant Restaurant and trail visitors. Taking away additional parking for a designated bike path would aggravate the parking situation.

Homeowners here bought their homes at premiums for the desirable cul-de-sac location. A bike bridge would change the cul-de-sac into a transit route. I doubt the argument that a bike path will increase property value. It might be true for homes in vicinity, but I would like to find the buyer who is willing to pay a premium for busy bike/walk traffic right in front of a future home.

The creek bed and adjacent flood zone areas are few of secluded, undisturbed environments for wildlife left in the city, provide shelter, and are the only way for deer and other wildlife to travel up- and downstream. I am astonished that California Department of Fish and Wildlife officials patrol the creek regularly, but there does not seem to be an environmental consideration for this selection process. To provide a natural dark environment, street lights are kept to minimum. A dark bike path is unsafe, while lights would alter the environment for wildlife negatively.

Not all bicyclists come with good intentions and a recent crime report in Cupertino back that up. While a cyclist was stopped for a traffic violation, police found burglary tools. The proposed bike bridge over 280 would provide the perfect escape route for criminal intent, especially after dark.

I respectfully ask the working group and city council members to take Phar Lap/Mann Drive off the table and use and improve Foothill or Mary as designated on-street connecting route to the Cupertino section of the Stevens Creek Trail.

Late Comment #: 21	Name: Rachel Hwang
Date: 6/10/2015 8:48 PM	Jurisdiction: N/A
Subject: To the Stevens Creek Trail Feasibility Study Committee	Supplemental Document: NO

Comment:

To the Stevens Creek Trail Feasibility Study Committee,

As a resident of the Phar Lap Drive neighborhood, I think the proposed bike path through the Phar Lap Drive and Mann Drive is a terrible idea for many reasons.

There are many existing yet underused bike paths throughout our cities and bike bridges joining our cities. Instead of spending the large budgets on building more bridges and bike paths, I think it would be far more beneficial to enhance the safety and accessibility of our existing bike lanes to entice far more citizens to bike in our cities. The biggest hinderance to biking that I know from talking to fellow citizens of our cities is the thought that biking throughout our cities is extremely dangerous due to the motorists and other vehicle traffic. Providing additional bike paths through residential neighborhoods does not do anything to solve these issues. The same dangers will continue to exist in our cities' bike lanes and people will continue to be deterred from biking for fear of their lives. The same issue will exist within the neighborhoods housing the proposed new bike lanes. As cars continually back in and out of driveways, bikers are going to be continually put in harm's way. I do not feel that the proposed plan provides any mechanisms to help alleviate these fears and dangers in any way.

Instead of spending the money building more bridges, it would be better if the budget were put towards upgrading the existing bike lane infrastructure that our cities have. Building barricades along the bike lane to help shield bikers from motorists and large trucks will go a much longer way in preventing accidents than a neighborhood bike path will. For example, the poor boy who was crushed by the truck on McClellan Road could have easily been protected by a physical barrier separating the bike lane from the car lanes. Work could also be done to help raise the visibility of bikers to motorists, such as by including designated spaces for bikers to wait in traffic at an intersection as well as better designing our intersection stop lights to be more accommodating for bikers. These improvements to our existing infrastructure will do far more for promoting the popularity of bike riding in our cities than a neighborhood bike path will ever be able to accomplish. These plans have been rolled out in cities around the world with great effect and we would do well to observe biking friendly cities around the world and learn from their examples, rather than forging ahead with an irresponsible plan for a neighborhood bike path.

The proposed plan is also not well thought through. Every week, hundreds of garbage cans, recycling cans, and yard waste cans are placed on the street in the neighborhoods where the proposed bike path will run. These will serve as recurring and dangerous obstacles that bikers will have to avoid, leading to many more potential accidents as bikers and motorists attempt to swerve around the cans and each other. Someone is bound to be hurt, and one deadly accident is enough to deter everyone from ever trying to bike again, leading to a completely wasted project.

Please reconsider proceeding with the proposed plan and instead look to the role models of successful biker friendly cities around the country such as Copenhagen and Amsterdam.

Rachel

Sent from my iPhone

Late Comment #:	<u>22</u>	Name:	<u>Leslie Roberts</u>		
Date:	<u>6/10/2015</u>	<u>9:04 PM</u>	Jurisdiction:	<u>Sunnyvale</u>	Supplemental Document:
Subject:	<u>Stevens Creek Trail</u>				
Comment:	<p>As a long time Sunnyvale resident, and a homeowner on Bedford Ave. for the past 26 years, I feel turning our neighborhood streets into an extension of the Stevens Creek Trail would not only be disruptive, but dangerous, and very expensive!</p> <p>Not only would it be expensive to convert the neighborhood streets, but adding bike lanes to our streets would narrow them to the point of being unsafe! Trying to make more room by converting traffic to one way would not work on some of them, Bedford being one, because of where the entrance and exits to the street are situated, and removing parking on one side would cause major problems. (i.e. How do you access your driveway & garage? Where do contractors park when you need to have work done? What about emergency vehicles??)</p> <p>Bedford and Belleville, are relatively quiet streets, except during West Valley Elementary School drop-off and pick-up, or when any type of school activity is going on! It gets more than a little busy as parents are parked anywhere they can find a spot in the school lot or anywhere on the streets. Not only the auto traffic, but there is a great deal of pedestrian and bike traffic as well, with older kids walking or biking to or from school and some parents or grandparents walking or biking to the school for pick up. School related weekend activities are also very busy, plus there are soccer camps run at the school on Saturday mornings. Adding trail access on either of these streets does not make for a safe environment.</p> <p>One other concern is property value! I have heard from the Friends of the Trail, that trails increase property value of homes, and perhaps that's true in some incidences, but not when the residential street that runs in front of your house has been converted into a one-way street or parking on one side has been removed, simply to access that trail. I believe the convenience of access to your home would trump the access of a trail.</p> <p>There are options that make more sense and would seem to be more fiscally responsible. Upgrading the existing infrastructure on Fremont and Mary, which could lead to the already available bridge over 280, is one such option. It would be less expensive than starting from scratch in the neighborhoods, and it would definitely be safer and less disruptive. Fremont to Grant or Foothill, then crossing under 280 by way of Foothill is another option that would certainly be less expensive and not as disruptive.</p> <p>One of the main reasons my husband and I continue to live in the Bay Area, is because of the beauty that surrounds us. We have the ability to be at the beach, in the mountains, or even on a beautiful trail, within a very short period of time! I understand the desire for a trail that extends from the bay to the ocean; I'd even like to see it completed! What a wonderful way to see the beauty that surrounds the urban areas of the South Bay! I am NOT against the trail, but I am against what is being proposed! I am concerned our property value would drop (as should the city be) and I am opposed to the permanent and life changing disruption that would be caused by these actions.</p> <p>Thank you for considering my view.</p> <p>Leslie Roberts</p>				
Late Comment #:	<u>23</u>	Name:	<u>Ralph Lie & Bailan Ren</u>		
Date:	<u>6/10/2015</u>	<u>9:07 PM</u>	Jurisdiction:	<u>N/A</u>	Supplemental Document:
Subject:	<u>Stevens Creek Trail</u>				
Comment:	<p>Hello,</p> <p>We are residents in the Oakdell Ranch neighborhood. We are strongly against the plan to build a bike path passing the Phar Lap/Mann streets.</p> <p>Best regards,</p> <p>Ralph Liu & Bailan Ren</p>				

Late Comment #: 24 **Name:** Bruno and Marion Querenet
Date: 6/10/2015 10:13 PM **Jurisdiction:** Los Altos **Supplemental Document:** NO
Subject: Feedback of the Stevens Creek Trail

Comment:

Dear Representatives

The results of the Stevens Creek Trail technical study is of great concern to the community of people leaving on or near the proposed trail routes in our residential area.

The Citizens for Responsible Trails (CRT) has done a remarkable job analyzing the feasibility study, highlighting and suggesting alternatives which leverage as much as possible existing infrastructure and benefit more our community. Enhancing, through the trail, the security of all students bicycling to go to school would be, for example, a huge additional benefit which needs to be considered.

The neighborhood has been vocal multiple times on its desire to be heard. The city council has been reluctant so far to take action. The first time that the work done for the feasibility study was brought as an agenda item to the city council, the decision taken had been to wait for the results of the feasibility study. Now that this study is out, we have been told (city council meeting - June 09) that it would only become an agenda item once recommendations will be issued. Will it really be? What influence will the city still have if the recommendations do not include some of the options which are detailed in the CRT document?

The recommendations should take into account the voices of Los Altos citizens. Certain options are not acceptable and should not be included as options to consider, other options, not considered in the feasibility study, should be included. By delaying the review of the work done, the city council is empowering the study group to continue its work without a set of constraints which represent the reasonable voice of concerned citizens.

Let's take one clear example concerning Fallen Leaf lane. We have been told 3 times that the city would not approve options including the widening of the street for the trail, but this is still one of the options highlighted in the study. Why? It would lead to the destruction of numerous, beautiful trees and vegetation on each side of the street, eliminating what constitute one of the great aspect of this street and its neighborhood.

Fallen Leaf lane, like other connecting streets, crosses a lot of adjacent streets. Each cross is a potential hazard for bicyclists and pedestrians. Using residential streets like Fallen Leaf Lane, for the trail is not a safe solution and other solutions should be given priority. That should have also been shared with the study group to narrow down options to those acceptable for our community.

We could benefit from a continuation of the trail by just breathing new life into existing infrastructure. Funds not allocated on some options suggesting new infrastructure could be spent on other priorities serving the community. Before millions of dollars are being committed, as representatives of our community, please consider its use under the principle of fiscal responsibility.

With our best regards,

Bruno and Marion Querenet

Late Comment #: <u>25</u>	Name: <u>Lisa Chung</u>
Date: <u>6/10/2015</u> <u>11:35 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail</u>	
Comment:	
<p>Dear Staff:</p> <p>My name is Lisa Chung. I own the property at Christina Drive, which places our house's sideyard on Fallen Leaf Lane.</p> <p>I prefer:</p> <ol style="list-style-type: none"> 1. The Fallen Leaf Lane trail route and 2. The Bernardo route 3. I would welcome painted bike lanes on Fallen Leaf Lane and not a full Class 3 bike lanes. Failing that, I believe that the least that can be put on Fallen Leaf Lane would be way-finding signs (again, because my neighbors who fear the trail designation would rather kill the project altogether with the philosophy it must be a "real trail" and land would have to be purchased, or a fully separated lane must be built -- not on their street but on someone else's street, preferably Mary Avenue. 4. Eliminating parking on Bernardo Ave is probably a non-starter, but I bet there is a way to include street parking and you've already thought of it. <p>I do not know if you can designate two streets, but I believe it would split up some of the trail usage (and be more palatable to my neighbors who seem to think that bikes are more dangerous than cars).</p> <p>They are quieter and more conducive to recreational cyclists, and families could cycle these streets more safely than Mary Avenue, if the trail is merely a bicycle lane. The route on Fremont Avenue to Fallen Leaf is a more challenging, and dangerous for cyclists to get to, particularly with the Lucile Packard Medical building planned at the old Stauffer Chemical site at Fremont and Belleville.</p> <p>Trail improvements, such as a designated bicycle lane, would make it safer for neighborhood children, my child included, to ride a bike on Fallen Leaf Lane.</p> <p>I grew up on the Christina Drive when our family moved there in 1960, when there were no neighbors on one side of the last two blocks of Fallen Leaf Lane, just Alexander Clay's orchard. I rode my bicycle as a child on these streets. Bicycles with cars on these streets weren't dangerous then because people actually drove the speed limit. They are dangerous now because of cars and my neighbors (and cut-through drivers) drive too fast. I rode on Stevens Creek Blvd., Homestead Road and Foothill Blvd. without fear as a teen. I would be fearful now, because people are too distracted and drive too fast.</p> <p>I realize this is late, after 5 p.m., but you should know there is at least one property owner along Fallen Leaf Lane who favors the route on Fallen Leaf Lane.</p> <p>Lisa Chung</p>	
Late Comment #: <u>26</u>	Name: <u>Norma N. Reiss</u>
Date: <u>6/11/2015</u> <u>8:12 AM</u>	Jurisdiction: <u>Los Altos</u> Supplemental Document: <u>NO</u>
Subject: _____	
Comment:	
<p>Los Altos Representative:</p> <p>i strongly object to using Fallen Leaf Lane as a path for the trail! it is now too narrow for cars coming in either direction at the same time.....a trail would serve to make it even more unsafe! Taking land by eminent domain would change the nature of the neighborhood and it is too winding with many blind spots and therefore unsafe as a trail. Mary avenue is a wider street that already has bike lanes and could serve the needs of trail users very well! Using Grant road would also be a great alternative!</p> <p>There are enormous benefits to using existing facilities, like the I-280 bridge on Mary, or the Foothill underpass under I-280. That gives a better return on investment.</p> <p>Putting a Trail on residential streets disrupts neighborhoods. Don't change the character of the city, which we chose when we bought here.</p> <p>Norma N. Reiss</p>	

Late Comment #: <u>27</u>	Name: <u>Michael Rizkalla</u>
Date: <u>6/11/2015</u> <u>9:14 AM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail</u>	
Comment:	
<p>Dear Staff, Working Group Members, and Council Members,</p> <p>I would like to provide my opinion on the options for the extension of the Stevens Creek Trail in particular between Fremont and Homestead.</p> <p>My kids ride to Cupertino Middle School every day via Bernardo avenue. Unfortunately, this road is extremely unsafe for kids on bicycles as there is no bike lane against the sound wall. So they either ride on the wrong side of the road or on the sidewalk. Both of which have their issues. I understand one option for the Stevens Creek Trail between Fremont and Homestead avenues is to use part of Bernardo road. I strongly encourage the Four Cities to move forward with Bernardo Avenue path.</p> <p>Thank you,</p> <p>Michael Rizkalla</p>	
Late Comment #: <u>28</u>	Name: <u>Keti Mikelj</u>
Date: <u>6/11/2015</u> <u>1:36 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>Do Not Use Fallen Leaf Lane</u>	
Comment:	
<p>I vote that Fallen Leaf Lane should not be considered as a route for the Trail.</p> <p>Keti Mikelj</p>	
Late Comment #: <u>29</u>	Name: <u>Nino Mikelj</u>
Date: <u>6/11/2015</u> <u>1:37 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>Do Not Use Fallen Leaf Lane</u>	
Comment:	
<p>I vote that Fallen Leaf Lane should not be considered as a route for the Trail.</p> <p>Nino Mikelj</p>	
Late Comment #: <u>30</u>	Name: <u>Hsiao Yen</u>
Date: <u>6/11/2015</u> <u>10:18 PM</u>	Jurisdiction: <u>Sunnyvale</u> Supplemental Document: <u>YES</u>
Subject: <u>Stevens Creek Trail</u>	
Comment:	
<p>Two photos of Bernado St. in a non-school-day afternoon commuting hours. On school days, it is worse before and after classes, because lots of parents are waiting and driving along the narrow street.</p> <p>Best Regards Hsiao Yen</p>	

Late Comment #:	<u>31</u>	Name:	<u>Scott McDonald</u>			
Date:	<u>6/12/2015</u>	<u>7:14 AM</u>	Jurisdiction:	<u>Cupertino</u>	Supplemental Document:	<u>NO</u>
Subject:	<u>Stevens Creek trail through Cupertino, etc...</u>					
Comment:	<p>I have been riding bikes in the Saratoga/Cupertino/Los Altos/Sunnyvale area for 50 years. I moved from road biking to mountain biking in 1987 because of traffic. Bike lanes help, but there are still too many cars on the road. Trails like the Los Gatos Creek Trail and Stevens Creek trail are awesome and helpful to encourage hiking and riding.</p> <p>Please extend the creek trail as far as possible through Cupertino, Los Altos and Sunnyvale. I use the trail now and would love to see it extended to my Monta Vista neighborhood!</p> <p>Thanks,</p> <p>Scott McDonald Cupertino (Monta Vista) resident</p>					
Late Comment #:	<u>32</u>	Name:	<u>Karen Doris-Hampton</u>			
Date:	<u>6/12/2015</u>	<u>11:16 AM</u>	Jurisdiction:	<u>N/A</u>	Supplemental Document:	<u>NO</u>
Subject:	<u>Stevens Creek Trail Connected Vision</u>					
Comment:	<p>This extension would be a wonderful addition to our community! My husband and I regularly use the trail starting to the north of our residence. Having the extension to the south would be welcome and make it easily available to many more. Please consider this worthwhile proposal!</p> <p>Sincerely, Karen Doris-Hampton</p>					

Late Comment #: 33 **Name:** Milind Khandekar
Date: 6/13/2015 9:30 AM **Jurisdiction:** Sunnyvale / Cupertino **Supplemental Document:** NO
Subject: Please Pick a Beautiful Extension for the Stevens Creek Trail

Comment:

Dear Staff, Working Group Members, and Council Members,

We love the Stevens Creek Trail and want it in our neighborhood! We ride the trail daily from Dale / Heatherstone towards Moffet. We hope the extension from Mountain View to Cupertino will feature as much real trail as possible with bicyclists and pedestrians separated from cars in a beautiful, natural setting.

Trails improve neighborhoods, increase home values, reduce traffic, reduce pollution and global warming, improve people's health, increase safety for kids and families, and bring more beauty into our lives. Trails help people be more neighborly -- graciously sharing their neighborhood's natural beauty with others.

Specifically, we like the following proposed trail routes:

Maximize Trail

Of the feasible trail options, the one that maximizes trail and minimizes both distance and interactions with cars (particularly at intersections) is:

Dale / Heatherstone to Fremont - trail goes along the creek and would be just like the rest of the trail in Mountain View. This option also opens up 22 acres of new park land.

Fremont to Homestead - trail goes over Fremont on a new bike/ped bridge and onto Bernardo with the lane next to the sound wall converted into a linear park. This would require Bernardo to either become a 1 way street or 2 way with limited on street parking. Thus bicycle and pedestrian transportation along Bernardo would be greatly improved but car transportation would be less convenient for residents on Bernardo. The trail and soundwall could be made much more beautiful than what exists now on Bernardo. Traffic flows around Cupertino Middle might be improved (a traffic study would be required to ensure a positive outcome).

Homestead to Stevens Creek Blvd - trail goes on new bridge or widening of existing Homestead bridge over 85, then there would be an at grade crossing onto Maxine/Peninsular or Barranca/Penninsular, a new bridge over 280 landing on Madera, then down Phar Lap. This connection is the shortest from Homestead to the current trail segment in Cupertino and minimizes intersections. The bridges over 85 and the one over 280 would be trail experiences separated from cars. The on street routes on Maxine, Peninsular, Barranca, Madera, and Phar Lap, while not true trails, would be the closest you can get to a trail-like experience on any of the streets included in the Feasibility study since these are all quiet streets with no motorized through traffic.

This route would likely be among the most expensive options -- somewhere around \$40 million based on current rough estimates.

Unfortunately using the existing tunnel under 280 next to the creek is currently deemed infeasible because Caltrans would not allow its use and it would require acquisition of at least some private land on the south side of 280. Nonetheless, some are pushing to have this reconsidered because using an existing tunnel is much cheaper than building a new bridge and the tunnel option would open up yet more new park land and include more trail than the new bridge option. It would still involve use of some relatively quiet streets.

Thank you for your consideration.

Sincerely,
Milind Khandekar
Sunnyvale and Cupertino owner

Late Comment #:	<u>34</u>	Name:	<u>Patrick Grant</u>
Date:	<u>6/13/2015</u>	Jurisdiction:	<u>Sunnyvale</u>
Subject:	<u>11:29 AM</u>	Supplemental Document:	<u>NO</u>
Comment:	<u>Red Herring using rail line to Los Gatos trail as sub for Stevens Creek Trail</u>		
<p>Dear Councils, You likely have received some emails along line of "It's now feasible to route the SCT along a active railroad, completing a route from Baylands to Los Gatos" While miracle cure is hoped, this is clearly a red herring by members of (Citizens for Responsible Trails, CRT. Look carefully the proposal is to travel along rail road to Los Gatos, crossing over many busy major streets (Stevens Creek, Bubb, McClellan, Sunnyvale Saratoga, Cox, Saratoga, Quinto, Pollard, Prospect, and Winchester) before arriving at Los Gatos Trail in Los Gatos.</p> <p>Cost of all these bridges and actual loss of rail service dwarfs anything proposed for Stevens Creek.</p> <p>The rail corridor is often only 50 feet wide and cannot accommodate a side by side path. Federal law and liability prohibits use of active rail lines as pedestrian paths.</p> <p>This is taking 30 mile detour around a 2 mile gap. This is certainly alien to what CRT espouses and is just extreme NIMBY at its worst.</p> <p>Regards Patrick Grant Sunnyvale</p>			
Late Comment #:	<u>35</u>	Name:	<u>John Seyfarth</u>
Date:	<u>6/14/2015</u>	Jurisdiction:	<u>Los Altos</u>
Subject:	<u>9:35 AM</u>	Supplemental Document:	<u>NO</u>
Comment:	<u>Stevens Creek Trail Extension I Support Creek alignment Oppose on Street alignments</u>		
<p>We have a wonderful community resource currently available in the off street trail along Stevens Creek that has been constructed so far from the Bay to Mountain View.</p> <p>As a Los Altos resident who frequently uses the Stevens Creek Trail for both recreation and commuting, I want to express my support for a route which continues and expands the Stevens Creek Trail as parkland, not just city street bike lanes. The parkland adds tremendously to the our local Quality of Life.</p> <p>While the bike lane approach facilitates transportation it does not contribute to our community in the same way as park land. Please support the creek alignments. Maximize the chance to get away from the constant hustle bustle of streets and car traffic. Let's not let this opportunity slip away.</p> <p>John Seyfarth Los Altos, Ca.</p>			
Late Comment #:	<u>36</u>	Name:	<u>Shannon Jones</u>
Date:	<u>6/14/2015</u>	Jurisdiction:	<u>Los Altos</u>
Subject:	<u>10:30 PM</u>	Supplemental Document:	<u>NO</u>
Comment:	<u>Serious concerns about Stevens Creek trail on Fallen Leaf</u>		
<p>ello, I am a resident of Los Altos and my house is on the corner of Holt and Fallen Leaf lane. While I support bike trails in my community, I have serious concerns about this trail running down Fallen Leaf lane.</p> <p>I'm concerned about property values being negatively affected when the front yards of Fallen Leaf residents will be reduced so significantly (and the side yard of my Holt Avenue home).</p> <p>I'm concerned about privacy, safety, noise, and tranquility at my property with a bike trail so close to my home (my side yard is on Holt Avenue).</p> <p>I'm concerned that a bike trail on residential streets will be disruptive to my neighborhood.</p> <p>I'm also concerned about the safety of bikes and cars sharing Fallen Leaf Lane.</p> <p>I urge you to pursue the other options available for this trail for the reasons I have listed above.</p> <p>Sincerely, Shannon Jones</p>			

Late Comment #: <u>37</u>	Name: <u>Tony Stieber</u>
Date: <u>6/15/2015</u> <u>12:23 PM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: _____	
Comment:	
<p>Dear Planners,</p> <p>Thank you very much for all your efforts with public outreach!</p> <p>As a bicycle commuter, my criteria for Stevens Creek Trail development are:</p> <ol style="list-style-type: none"> 1. Ideally all trail extensions should be separated from traffic (including low-traffic streets that have cars backing out of driveways) 2. I typically ride between West San Jose and Palo Alto, and I very much appreciate a trail that allows me to complete my commute at a reasonable speed with safety for pedestrians as well as for bicyclists being the top priority. Currently I am fortunate in having about 9 miles of my approx. 17 mile commute on excellent trails, much of it on the Stevens Creek Trail. 3. Ideally, the trail routing would be planned in such a way that the trail can be widened in the long term so that pedestrians and cyclists can be separated as traffic increases. I have observed that southbound bicycle traffic (presumably from Google) can be quite intense weekday evenings and it requires care also from northbound cyclists and pedestrians to avoid accidents. <p>Thank you!</p> <p>Tony Stieber</p>	
Late Comment #: <u>38</u>	Name: <u>Vaishali Krishnan</u>
Date: <u>6/15/2015</u> <u>1:32 PM</u>	Jurisdiction: <u>Sunnyvale</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail Extension</u>	
Comment:	
<p>To Whom It May Concern,</p> <p>I am a resident of Sunnyvale and use the Stevens Creek Trail to commute to work, as well as for family activities. I am so thankful it exists - it is a much safer route than commuting, or riding with small kids, via streets populated with cars and other vehicles. I hope the trail extension going into Los Altos and to Cupertino is successful. I look forward to taking my kids over to Cupertino via the trail, instead of along Mary as we do at the moment. My 6 year old recently learned to ride her bike without training wheels, and in spite of the bike lane on Mary, I know that the trail option would be safer and a less stressful riding experience for her as well as me.</p> <p>I feel the trail is a jewel of our area. My young children love it and we enjoy our impromptu nature lessons as we see the different flora and fauna on our rides. My daughter loves to point out "the blue bridge" each time she sees them when we are driving on Highway 85, and we plan our future rides based on some of those discussions. Because of the trail, we are able to access areas without any need of our car, making it an environmental asset as well as a safer option.</p> <p>We pay our fair share of taxes for the roads and I do not begrudge those. However, I firmly believe that my tax dollars must also be spent on efforts such as the Stevens Creek Trail, specifically the extension.</p> <p>Thank you, Vaishali Krishnan</p>	

Late Comment #: <u>39</u>	Name: <u>Shahin Engleman</u>
Date: <u>6/16/2015</u> <u>8:50 AM</u>	Jurisdiction: <u>N/A</u> Supplemental Document: <u>NO</u>
Subject: <u>Stevens Creek Trail options</u>	
Comment:	
<p>Dear City of Sunnyvale,</p> <p>I am a resident of Los Altos and wanted to comment on the Stevens Creek Trail Joint Cities Feasibility Study.</p> <p>Unfortunately, I was out of town during the meetings held for the public. I have since read the article in the 6/3/15 edition of the Los Altos Town Crier.</p> <p>In looking at the map of options for the trail, I am very concerned about the option of Fremont Avenue and Grant Road since those are extremely busy roads with heavy traffic. For the safety of cyclists (both youth and elderly), minimizing the amount of busy roads would make a lot of sense. For that reason alone and other reasons, it would be best to stay away from the Fremont Avenue and Grant Road option. As it is, traffic is a nightmare for the residents in that area and we cannot add anything to that problem. Mountain View High School and Oak Elementary School bring very heavy traffic with them as well. It takes many Los Altos and Mountain View residents a very long time to navigate through Fremont Avenue and Grant Road.</p> <p>Please do NOT choose the trail option that extends to Fremont Avenue and Grant Road.</p> <p>Thank you very much.</p> <p>Shahin Engleman</p>	
Late Comment #: <u>40</u>	Name: <u>Rich Condon</u>
Date: <u>6/16/2015</u> <u>10:11 AM</u>	Jurisdiction: <u>Sunnyvale</u> Supplemental Document: <u>NO</u>
Subject: <u>Changes to Bernardo for the extension of the Stevens Creek Trail pathway</u>	
Comment:	
<p>The proposed solution to make Bernardo a one way street to accommodate a trail is a very bad decision which is very short sighted in my mind.</p> <p>I believe that those who are considering this as a possible solution to provide a commute / trail pathway for those who live in Cupertino / Saratoga area's to get to the North Shoreline companies and recreation area's, are seriously missing the mark on their desired objective.</p> <p>I am an avid cyclist and and resident of Sunnyvale on Cascade Drive near Bernardo for over 20 years and I am deeply concerned with the lack consideration for the area residents that this proposed negatively impacts.</p> <p>Our neighbors are already experiencing increased traffic from multiple sources:</p> <ol style="list-style-type: none"> 1. Traffic that spills over on to our streets, as a way to bypass the everyday back of traffic on Hwy 85. 2. During the school year Bernardo is impacted by the number of parents dropping student off at Cuperinto Middle school and on the weekends, the traffic is generated by the soccer and baseball games at the 3 different parks in the area. <p>I believe strongly that we do need a bike trail along or near the Hyw 85 corridor for cyclist/ joggers to use for commute or recreation, that would be a sensitive to the area residents and a desired amenity which we can be proud to have in our neighborhood.</p> <p>I was unable to attend the public meetings on this issue because of business travel, but would be happy to meeting and discuss my opinion in person. Please feel free to contact me at 408-591-8882 or my email rich.con1967@gmail.com</p> <p>Respectfully, Rich Condon</p>	

Late Comment #:	<u>41</u>	Name:	<u>Rachel Hwang</u>
Date:	<u>6/10/2015</u>	Jurisdiction:	<u>Cupertino</u>
Subject:	<u>Fwd: FW: To the Stevens Creek Trail Feasibility Study Committee</u>	Supplemental Document:	<u>NO</u>
Comment:	<p>To the Stevens Creek Trail Feasibility Study Committee,</p> <p>As a resident of the Phar Lap Drive neighborhood, I think the proposed bike path through the Phar Lap Drive and Mann Drive is a terrible idea for many reasons.</p> <p>There are many existing yet underused bike paths throughout our cities and bike bridges joining our cities. Instead of spending the large budgets on building more bridges and bike paths, I think it would be far more beneficial to enhance the safety and accessibility of our existing bike lanes to entice far more citizens to bike in our cities. The biggest hinderance to biking that I know from talking to fellow citizens of our cities is the thought that biking throughout our cities is extremely dangerous due to the motorists and other vehicle traffic. Providing additional bike paths through residential neighborhoods does not do anything to solve these issues. The same dangers will continue to exist in our cities' bike lanes and people will continue to be deterred from biking for fear of their lives. The same issue will exist within the neighborhoods housing the proposed new bike lanes. As cars continually back in and out of driveways, bikers are going to be continually put in harm's way. I do not feel that the proposed plan provides any mechanisms to help alleviate these fears and dangers in any way.</p> <p>Instead of spending the money building more bridges, it would be better if the budget were put towards upgrading the existing bike lane infrastructure that our cities have. Building barricades along the bike lane to help shield bikers from motorists and large trucks will go a much longer way in preventing accidents than a neighborhood bike path will. For example, the poor boy who was crushed by the truck on McClellan Road could have easily been protected by a physical barrier separating the bike lane from the car lanes. Work could also be done to help raise the visibility of bikers to motorists, such as by including designated spaces for bikers to wait in traffic at an intersection as well as better designing our intersection stop lights to be more accommodating for bikers. These improvements to our existing infrastructure will do far more for promoting the popularity of bike riding in our cities than a neighborhood bike path will ever be able to accomplish. These plans have been rolled out in cities around the world with great effect and we would do well to observe biking friendly cities around the world and learn from their examples, rather than forging ahead with an irresponsible plan for a neighborhood bike path.</p> <p>The proposed plan is also not well thought through. Every week, hundreds of garbage cans, recycling cans, and yard waste cans are placed on the street in the neighborhoods where the proposed bike path will run. These will serve as recurring and dangerous obstacles that bikers will have to avoid, leading to many more potential accidents as bikers and motorists attempt to swerve around the cans and each other. Someone is bound to be hurt, and one deadly accident is enough to deter everyone from ever trying to bike again, leading to a completely wasted project.</p> <p>Please reconsider proceeding with the proposed plan and instead look to the role models of successful biker friendly cities around the country such as Copenhagen and Amsterdam.</p> <p>Rachel</p>		
Late Comment #:	<u>42</u>	Name:	<u>Nick Saleh</u>
Date:	<u>6/17/2015</u>	Jurisdiction:	<u>N/A</u>
Subject:	<u>Fwd: Caltrans comments</u>	Supplemental Document:	<u>YES</u>
Comment:	<p>Attached is draft Caltrans comments</p> <p>Official letter will follow. Please acknowledge the receipt of this email.</p> <p>Thanks NS</p>		
Late Comment #:	<u>43</u>	Name:	<u>Sandra Robin</u>
Date:		Jurisdiction:	<u>N/A</u>
Subject:	<u>Stevens Creek Trail - bike, walk</u>	Supplemental Document:	<u>NO</u>
Comment:	<p>My main concerns is the additional overpass being considered to continue this trail using Mann Dr. / Phar Lap street as a connector. We have a bike overpass at Mary, and Foothill. The bikes could use the McClellan exit to get to Foothill, and avoid the steep grade up Stevens Creek.</p>		