

## **High-Level Themes SCT Public Input Meetings**

The following themes from each of the three SCT Public Input meetings were compiled by Shawn Spano, meeting facilitator, and shared with the participants at the end of each meeting.

### **May 21, 2015 Meeting in Sunnyvale**

- Use existing infrastructure (to minimize costs and impacts)
- Connect trail using Mary Ave and existing overpass bridge
- Utilize multiple paths through city streets and neighborhoods (don't have one designated trail/path/route)
- Use alignments that ensure safety for residents and trail users (away from the middle school, have access for emergency vehicles, safe for bicyclist, etc.)
- Use alignments that minimize vehicle spill over onto neighborhood streets
- Use alignments that minimize costs (no new overpass bridge)
- Use alignments that don't result in lose of neighborhood parking spaces
- Use alignments that minimize disruptions to neighborhoods (creating one-way streets, removal of existing trees, etc.)
- No alignment or connection preferences – do not pursue the trail project extension

### **June 1, 2015 Meeting in Cupertino**

- Keep trail as close to the creek alignment and open spaces as much as possible, if possible, while minimizing environmental impacts
- Corollary is to keep trail/path/route off city and residential streets as much as possible
- Use alignments that ensure safety for residents and trail users (cars pulling out of driveways on residential streets)
- Use alignments that minimize impacts to the neighborhoods (lose of parking, traffic, congestion, etc.)
- Use and upgrade existing infrastructure (use existing overpass bridge, build protected bike lanes)
- Use alignments that minimize costs (no new overpass bridge)
- Preference is to complete the trail project extension, and the benefits that will result from this (health, recreations, and commuting), as long as negative impacts (safety, cost, etc.) can be maintained

### **June 8, 2015 Meeting in Mountain View**

- Keep trail/path/route off city and residential streets as much as possible, including busy streets like Stevens Creek Ave. The main reason given was safety for residents and trail users (cars pulling out of driveways on residential streets)

- Keep trail as close to the creek alignment and open spaces as much as possible, if possible
- Do not have a single designated route/path through residential areas. Have numerous routes available and let bicyclist and pedestrians choose what they want to use (will lessen the impact to a single neighborhood)
- Use and upgrade existing infrastructure (use existing overpass bridge, build protected bike lanes)
- Trail preference mentioned most often was creek corridor/Bernardo Ave. Second most was Heatherstone to Mary Ave and existing overpass bridge
- Preference is to complete the trail project extension, as long as negative impacts (safety.) can be maintained