

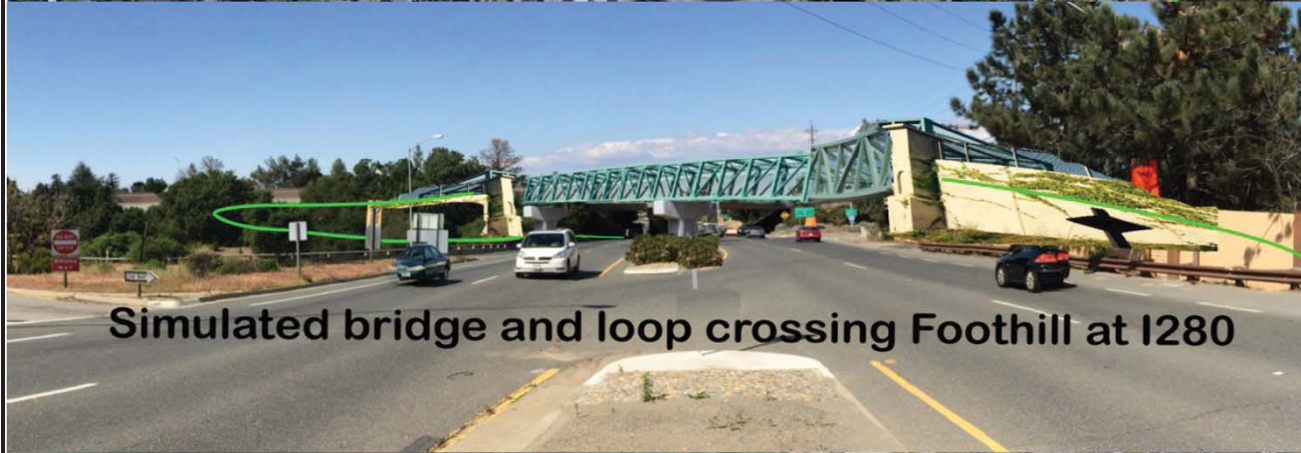
Supplement to Comment # 2

Name: Eileen Chun

(1) A fast moving car will pass over the center line and head into oncoming traffic. (2) A bike trying to make a left turn onto Morton is at risk given the short time from view of sight to slowing down. (3) A speeding car could instead over compensate on the curve and force a bike to the right off the road.



Name: Pat Grant



Simulated bridge and loop crossing Foothill at I280



Elevated path rising to reduce loop inside Caltrans on ramp ahead

**New concept to Cross I280 along Foothill
FOOTHILL LOOP BRIDGE**



Supplement to Comment # 7

Name: Pat Grant



Supplement to Comment # 9

Name: n/a



Supplement to Comment # 16 (01 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/9/2012
Page No : 1

Group: Printed- Pedal Bikes

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	3
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	1
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	0	4
Total	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	0	21
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4
Grand Total	2	3	2	0	7	0	5	2	0	7	4	0	2	0	6	1	11	0	0	12	0	32
Apprch %	28.6	42.9	28.6	0		0	71.4	28.6	0		66.7	0	33.3	0		8.3	91.7	0	0			
Total %	6.2	9.4	6.2	0	21.9	0	15.6	6.2	0	21.9	12.5	0	6.2	0	18.8	3.1	34.4	0	0	37.5		

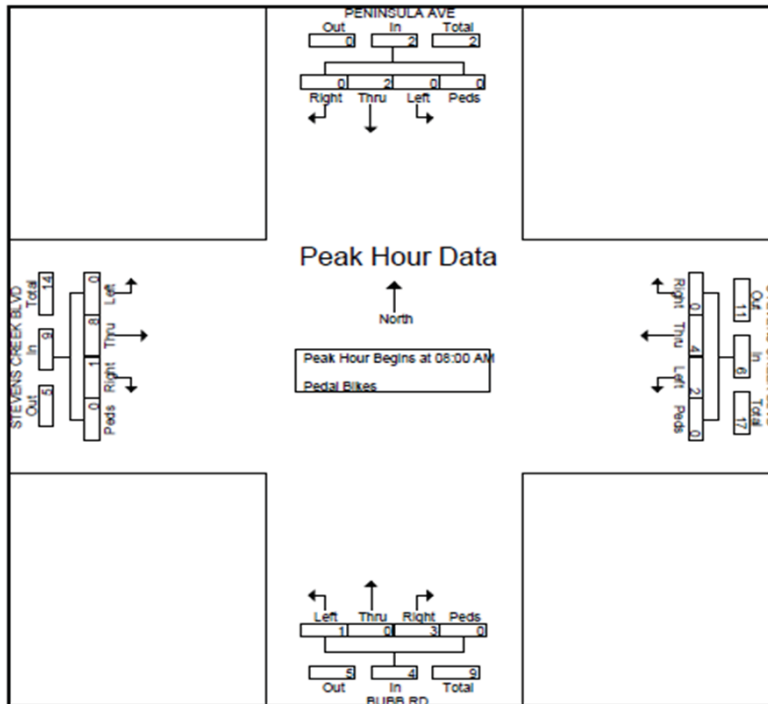
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	0	9
Total Volume	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	0	21
% App. Total	0	100	0	0		0	66.7	33.3	0		75	0	25	0		11.1	88.9	0	0			
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.375	0.375	0.000	0.250	0.000	0.500	0.250	0.667	0.000	0.000	0.563	0.000	0.583

Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Campbell, CA
(408) 377-2988
tdsbay@cs.com

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Groups Printed- Vehicles - Motor Bikes

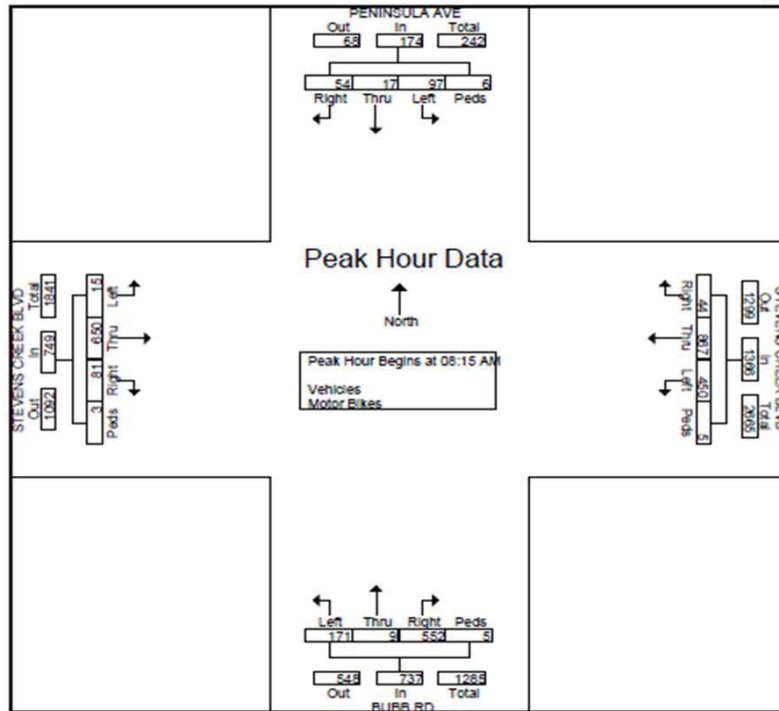
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	10	1	23	0	34	6	148	48	0	202	132	4	48	0	184	9	169	4	0	182	602
07:45 AM	8	5	22	1	36	10	157	105	0	272	96	1	24	0	121	28	116	1	0	145	574
Total	18	6	45	1	70	16	305	153	0	474	228	5	72	0	305	37	285	5	0	327	1176
08:00 AM	8	15	21	1	45	5	185	113	0	303	105	5	46	0	156	53	120	2	0	175	679
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
Total	54	27	100	3	184	38	846	468	1	1353	506	13	168	1	688	101	594	12	3	710	2935
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
09:15 AM	4	1	24	5	34	19	172	80	2	273	115	1	24	2	142	18	169	1	0	188	637
Grand Total	84	39	187	13	323	84	1529	796	7	2416	1000	20	313	7	1340	189	1224	23	3	1439	5518
Apprch %	26	12.1	57.9	4		3.5	63.3	32.9	0.3		74.6	1.5	23.4	0.5		13.1	85.1	1.6	0.2		
Total %	1.5	0.7	3.4	0.2	5.9	1.5	27.7	14.4	0.1	43.8	18.1	0.4	5.7	0.1	24.3	3.4	22.2	0.4	0.1	26.1	
Vehicles	84	39	185	13	321	84	1528	794	7	2413	999	20	313	7	1339	189	1220	23	3	1435	5508
% Vehicles	100	100	98.9	100	99.4	100	99.9	99.7	100	99.9	99.9	100	100	100	99.9	100	99.7	100	100	99.7	99.8
Motor Bikes	0	0	2	0	2	0	1	2	0	3	1	0	0	0	1	0	4	0	0	4	10
% Motor Bikes	0	0	1.1	0	0.6	0	0.1	0.3	0	0.1	0.1	0	0	0	0.1	0	0.3	0	0	0.3	0.2

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
Total Volume	54	17	97	6	174	44	867	450	5	1366	552	9	171	5	737	81	650	15	3	749	3026
% App. Total	31	9.8	55.7	3.4		3.2	63.5	32.9	0.4		74.9	1.2	23.2	0.7		10.8	86.8	2	0.4		
PHF	563	850	758	375	713	550	918	809	313	887	914	450	872	313	899	614	923	750	375	875	955

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Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Groups Printed- Pedal Bikes

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Est. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	4	0	0	5	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	1	10	0	0	11	19
Approch %	0	0	100	0		0	83.3	16.7	0		100	0	0	0		9.1	90.9	0	0		
Total %	0	0	5.3	0	5.3	0	26.3	5.3	0	31.6	5.3	0	0	0	5.3	5.3	52.6	0	0	57.9	

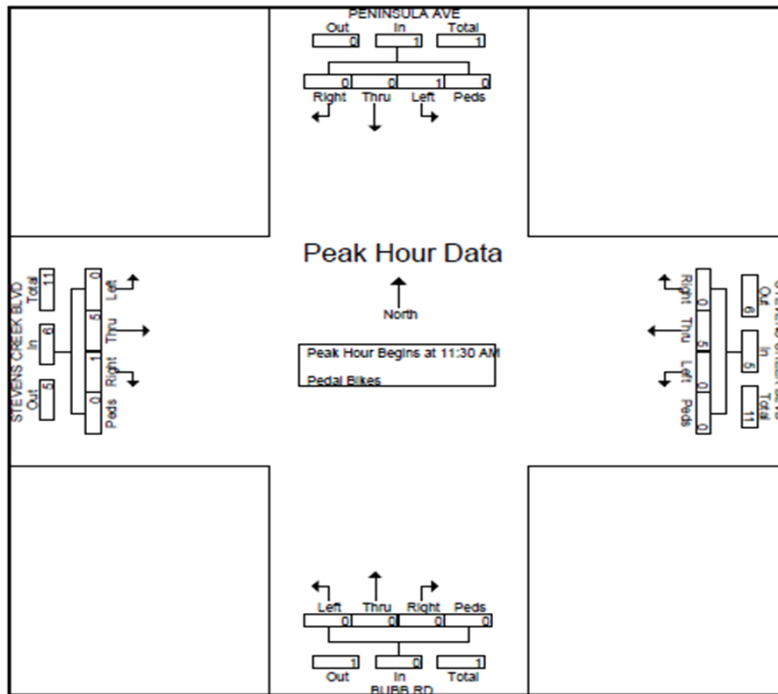
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Est. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Total Volume	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	12
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.625	0.00	0.00	0.625	0.00	0.00	0.00	0.00	0.00	0.25	0.313	0.00	0.00	0.375	0.600

Supplement to Comment # 16 (06 of 47)

Name: Pat Grant

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1MID FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Supplement to Comment # 16 (07 of 47)

Name: Pat Grant

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1MID FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Tot. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	1	9	5	20	6	133	45	0	184	97	1	18	3	119	12	153	2	0	167	490
11:45 AM	3	5	14	0	22	11	120	67	0	198	100	3	20	1	124	14	141	1	0	156	500
Total	8	6	23	5	42	17	253	112	0	382	197	4	38	4	243	26	294	3	0	323	990
12:00 PM	4	0	10	1	15	17	143	53	2	215	116	1	13	0	130	17	143	6	2	168	528
12:15 PM	6	1	16	4	27	17	152	63	1	233	93	2	14	1	110	14	121	3	1	139	509
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
Total	18	7	56	5	86	62	611	294	4	971	380	8	67	12	467	77	543	18	4	642	2166
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Grand Total	45	16	110	19	190	104	1204	626	6	1940	755	17	151	21	944	151	1169	30	10	1360	4434
Apprch %	23.7	8.4	57.9	10		5.4	62.1	32.3	0.3		80	1.8	16	2.2		11.1	86	2.2	0.7		
Total %	1	0.4	2.5	0.4	4.3	2.3	27.2	14.1	0.1	43.8	17	0.4	3.4	0.5	21.3	3.4	26.4	0.7	0.2	30.7	
Vehicles	45	16	110	19	190	104	1203	626	6	1939	752	17	151	21	941	151	1166	30	10	1357	4427
% Vehicles	100	100	100	100	100	100	99.9	100	100	99.9	99.6	100	100	100	99.7	100	99.7	100	100	99.8	99.8
Motor Bikes	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	7
% Motor Bikes	0	0	0	0	0	0	0.1	0	0	0.1	0.4	0	0	0	0.3	0	0.3	0	0	0.2	0.2

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Tot. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Total Volume	27	9	61	9	106	53	656	398	3	1110	349	10	86	16	461	94	611	18	7	730	2407
% App. Total	25.5	8.5	57.5	8.5		4.8	59.1	35.9	0.3		75.7	2.2	18.7	3.5		12.9	83.7	2.5	1		
PHF	.614	.750	.803	.450	.828	.779	.891	.881	.375	.925	.938	.625	.796	.667	.893	.839	.888	.750	.350	.882	.901

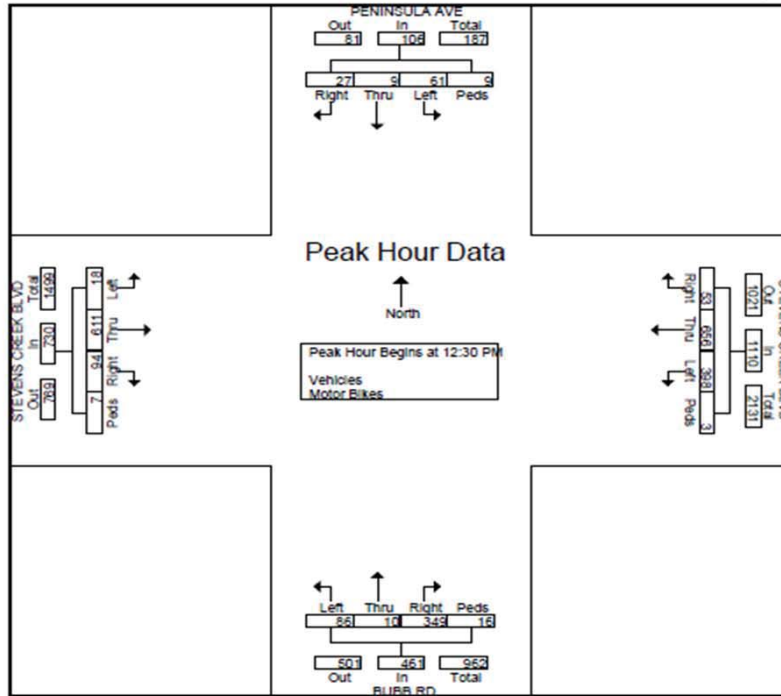
Supplement to Comment # 16 (08 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Supplement to Comment # 16 (09 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Groups Printed- Pedal Bikes

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	1	0	0	1	2	0	0	0	2	0	5	0	0	5	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Grand Total	0	0	2	0	2	0	6	0	0	6	3	0	0	0	3	3	7	0	0	10	21
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		30	70	0	0		
Total %	0	0	9.5	0	9.5	0	28.6	0	0	28.6	14.3	0	0	0	14.3	14.3	33.3	0	0	47.6	

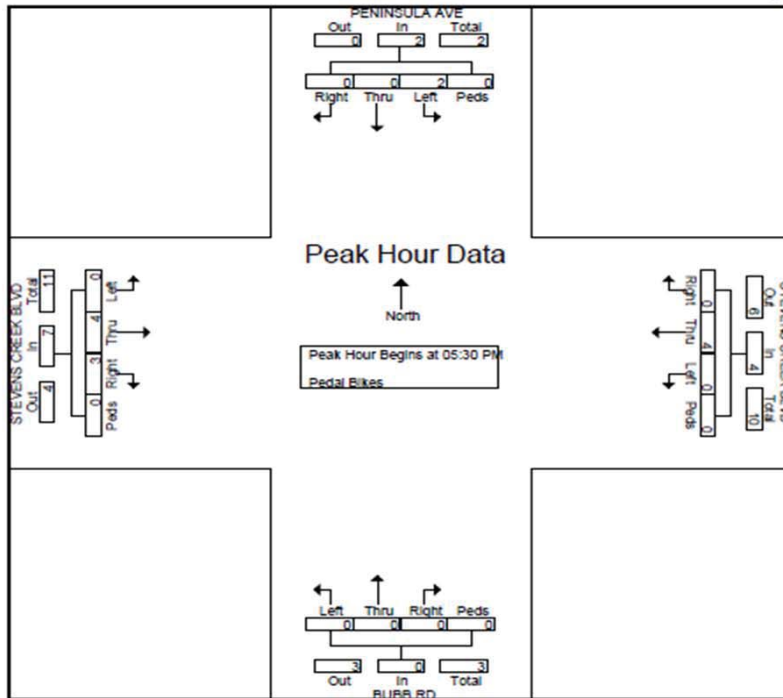
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Total Volume	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	13
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		42.9	57.1	0	0		
PHF	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.000	.438	.650

Supplement to Comment # 16 (10 of 47)

Name: Pat Grant

tdsbay@cs.com

File Name : 1PM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Supplement to Comment # 16 (11 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1PM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	6	3	16	1	26	17	159	87	2	265	88	4	26	3	121	39	163	8	1	211	623
04:45 PM	1	3	15	5	24	19	164	72	0	255	91	1	18	2	112	35	180	6	1	222	613
Total	7	6	31	6	50	36	323	159	2	520	179	5	44	5	233	74	343	14	2	433	1236
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
06:00 PM	5	8	21	2	36	31	176	77	1	285	91	6	27	3	127	48	196	6	2	252	700
06:15 PM	2	10	17	4	33	33	197	116	1	347	84	10	19	2	115	43	158	2	2	205	700
Grand Total	33	40	145	25	243	174	1348	688	12	2222	789	45	176	29	1039	375	1476	47	11	1909	5413
Apprch %	13.6	16.5	59.7	10.3		7.8	60.7	31	0.5		75.9	4.3	16.9	2.8		19.6	77.3	2.5	0.6		
Total %	0.6	0.7	2.7	0.5	4.5	3.2	24.9	12.7	0.2	41	14.6	0.8	3.3	0.5	19.2	6.9	27.3	0.9	0.2	35.3	
Vehicles	33	39	145	25	242	171	1344	687	12	2214	786	45	176	29	1036	375	1471	47	11	1904	5396
% Vehicles	100	97.5	100	100	99.6	98.3	99.7	99.9	100	99.6	99.6	100	100	100	99.7	100	99.7	100	100	99.7	99.7
Motor Bikes	0	1	0	0	1	3	4	1	0	8	3	0	0	0	3	0	5	0	0	5	17
% Motor Bikes	0	2.5	0	0	0.4	1.7	0.3	0.1	0	0.4	0.4	0	0	0	0.3	0	0.3	0	0	0.3	0.3

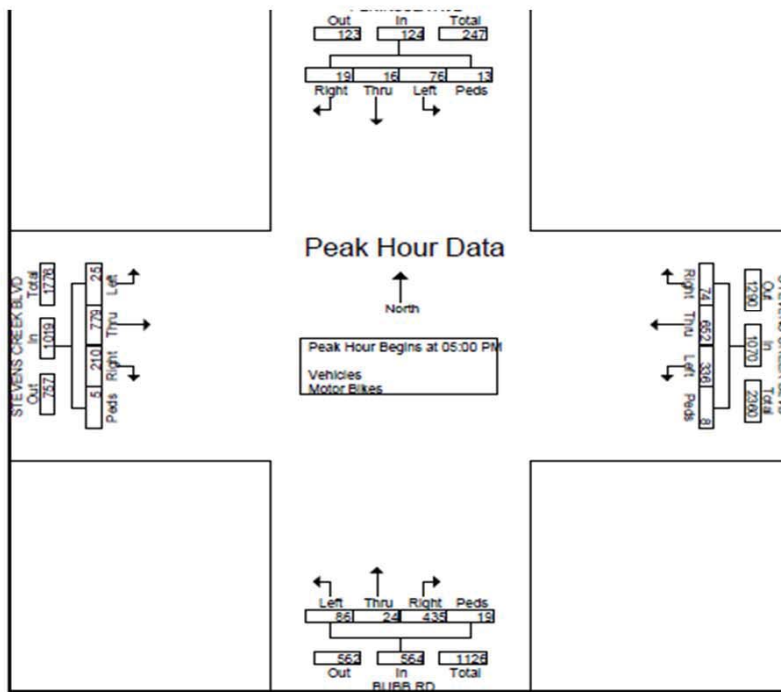
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total Volume	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
% App. Total	15.3	12.9	61.3	10.5		6.9	60.9	31.4	0.7		77.1	4.3	15.2	3.4		20.6	76.4	2.5	0.5		
PHF	679	667	826	650	912	841	906	832	667	969	870	750	796	432	876	890	889	604	313	937	976

Supplement to Comment # 16 (12 of 47)

Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/9/2012
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Supplement to Comment # 16 (13 of 47)

Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

Start Time	Southbound					Westbound					Northbound					Eastbound					Tot. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	2	0	0	0	0	2	17
Approch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	100
Total %	0	0	0	0	0	0	88.2	0	0	88.2	0	0	0	0	0	0	11.8	0	0	0	0	11.8	11.8

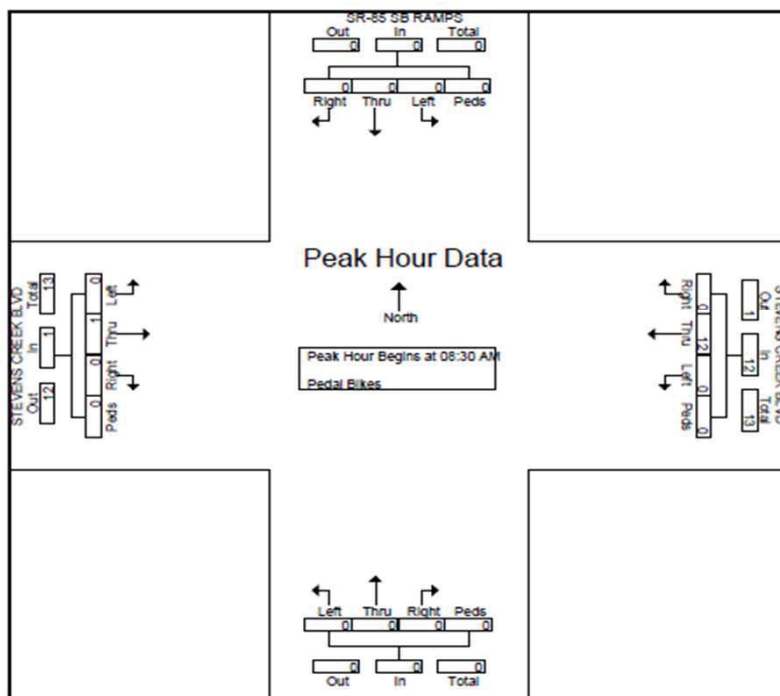
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Tot. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Total Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	1	0	0	0	0	1	13
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.542

Supplement to Comment # 16 (14 of 47)

Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/9/2012
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Supplement to Comment # 16 (15 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2AM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	SR-85 SB RAMPS					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	73	0	124	0	197	0	135	14	0	149	0	0	0	0	0	29	295	0	0	324	670
07:45 AM	80	0	130	1	211	0	215	19	0	234	0	0	0	5	5	38	200	1	0	239	689
Total	153	0	254	1	408	0	350	33	0	383	0	0	0	5	5	67	495	1	0	563	1359

08:00 AM	104	0	194	4	302	0	223	26	0	249	0	0	0	4	4	52	219	1	0	272	827
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
Total	393	2	861	10	1266	0	1001	139	0	1140	0	0	0	17	17	175	1057	2	0	1234	3657
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
09:15 AM	97	1	264	4	366	0	174	39	0	213	0	0	0	7	7	26	277	0	0	303	889
Grand Total	741	3	1620	23	2387	0	1774	238	0	2012	0	0	0	35	35	308	2152	3	0	2463	6897
Approch %	31	0.1	67.9	1		0	88.2	11.8	0		0	0	0	100		12.5	87.4	0.1	0		
Total %	10.7	0	23.5	0.3	34.6	0	25.7	3.5	0	29.2	0	0	0	0.5	0.5	4.5	31.2	0	0	35.7	
Vehicles	739	3	1609	23	2374	0	1771	238	0	2009	0	0	0	35	35	308	2152	0	0	2460	6878
% Vehicles	99.7	100	99.3	100	99.5	0	99.8	100	0	99.9	0	0	0	100	100	100	100	0	0	99.9	99.7
Motor Bikes	2	0	11	0	13	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	19
% Motor Bikes	0.3	0	0.7	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0	0	100	0	0.1	0.3

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Est. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
Total Volume	387	2	908	14	1311	0	1027	140	0	1167	0	0	0	19	19	163	1161	1	0	1325	3822
% App. Total	29.5	0.2	69.3	1.1		0	88	12	0		0	0	0	100		12.3	87.6	0.1	0		
PHF	98.7	500	794	438	851	000	882	854	000	879	000	000	000	594	594	815	899	250	000	913	952

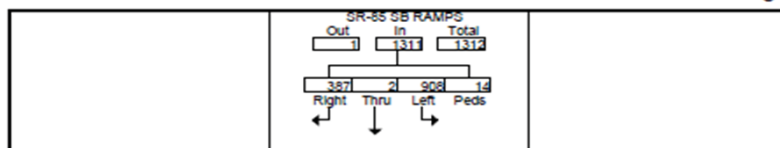
Supplement to Comment # 16 (16 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
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12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	3
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	4
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	17
Approch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	12.5	87.5	0	0	0	
Total %	0	0	0	0	0	0	52.9	0	0	52.9	0	0	0	0	0	5.9	41.2	0	0	47.1	

Start Time	SR-85 SB RAMPS					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	16.7	83.3	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.417	.000	.000	.500	.563

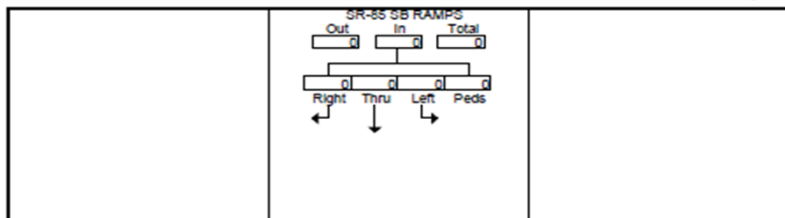
Supplement to Comment # 16 (18 of 47)

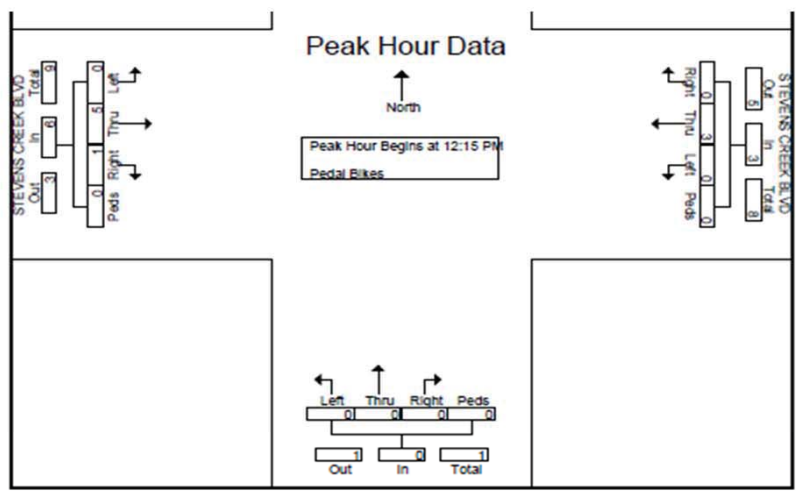
Name: Pat Grant

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2MID_FINAL
 Site Code : 00000002
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Supplement to Comment # 16 (19 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2MID_FINAL
Site Code : 00000002
Start Date : 10/9/2012
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Groups Printed- Vehicles - Motor Bikes

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Tot. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	68	0	151	4	223	0	125	101	0	226	0	0	0	2	2	43	230	0	0	273	724
11:45 AM	79	0	152	2	233	0	135	48	0	183	0	0	0	0	0	30	228	0	0	258	674
Total	147	0	303	6	456	0	260	149	0	409	0	0	0	2	2	73	458	0	0	531	1398
12:00 PM	75	1	232	2	310	0	125	55	0	180	0	0	0	1	1	30	217	0	0	247	738
12:15 PM	96	0	253	3	352	0	154	88	0	242	0	0	0	1	1	42	188	0	0	230	825
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
Total	366	1	820	5	1192	0	636	278	0	914	0	0	0	11	11	169	793	0	0	962	3079

01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Grand Total	750	1	1556	24	2331	0	1257	583	0	1840	0	0	0	20	20	326	1711	3	0	2040	6231
Approch %	32.2	0	66.8	1		0	68.3	31.7	0		0	0	0	100		16	83.9	0.1	0		
Total %	12	0	25	0.4	37.4	0	20.2	9.4	0	29.5	0	0	0	0.3	0.3	5.2	27.5	0	0	32.7	
Vehicles	749	1	1554	24	2328	0	1254	580	0	1834	0	0	0	20	20	326	1711	0	0	2037	6219
% Vehicles	99.9	100	99.9	100	99.9	0	99.8	99.5	0	99.7	0	0	0	100	100	100	100	0	0	99.9	99.8
Motor Bikes	1	0	2	0	3	0	3	3	0	6	0	0	0	0	0	0	0	3	0	3	12
% Motor Bikes	0.1	0	0.1	0	0.1	0	0.2	0.5	0	0.3	0	0	0	0	0	0	0	100	0	0.1	0.2

Start Time	SR-85 SB RAMPS Southbound				App. Total	STEVENS CREEK BLVD Westbound				App. Total	Northbound				App. Total	STEVENS CREEK BLVD Eastbound				Off. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Total Volume	432	0	768	13	1213	0	718	291	0	1009	0	0	0	16	16	181	848	3	0	1032	3270
% App. Total	35.6	0	63.3	1.1		0	71.2	28.8	0		0	0	0	100		17.5	82.2	0.3	0		
PHF	844	000	873	406	859	000	902	856	000	888	000	000	000	667	667	854	887	375	000	912	905

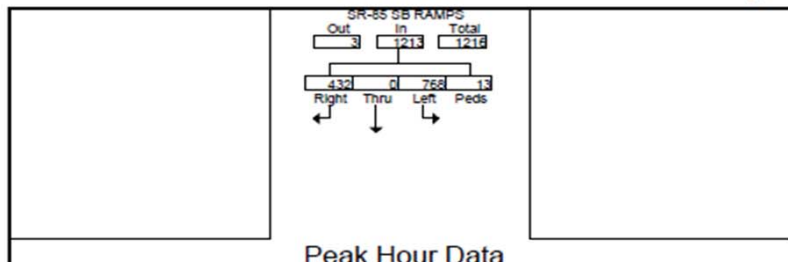
Supplement to Comment # 16 (20 of 47)

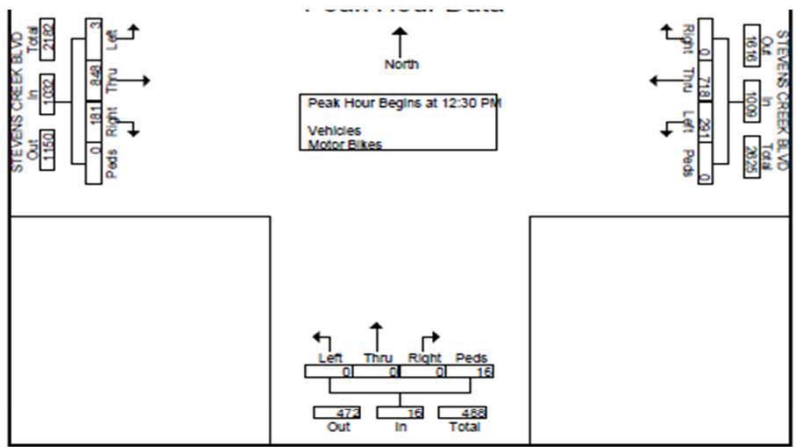
Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2MID FINAL
Site Code : 00000002
Start Date : 10/9/2012
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Supplement to Comment # 16 (21 of 47)

Name: Pat Grant

Traffic Data Service
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 0000002
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Pedal Bikes

Start Time	SR-85 SB RAMPS					STEVENS CREEK BLVD					STEVENS CREEK BLVD					Int. Total						
	Southbound					Westbound					Northbound						Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	0	4	13
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	0	6	21
Approch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0			

Total % | 0 0 0 0 0 | 0 71.4 0 0 71.4 | 0 0 0 0 0 | 0 28.6 0 0 28.6 |

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.583

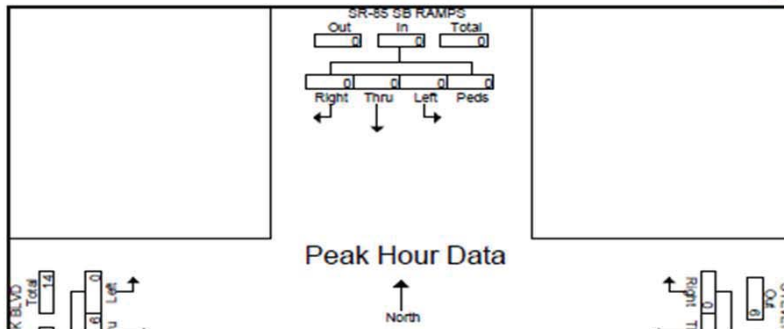
Supplement to Comment # 16 (22 of 47)

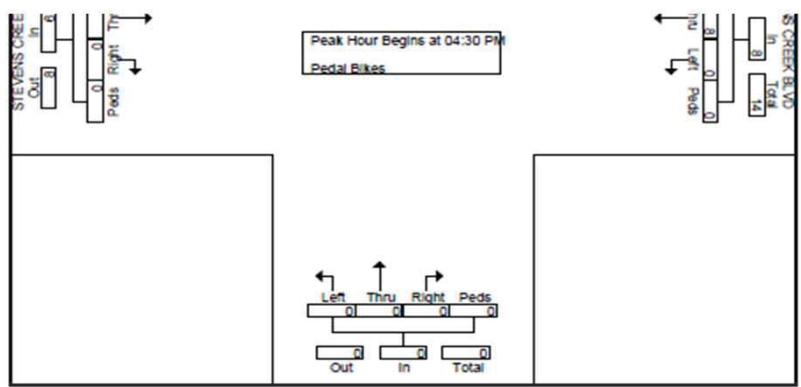
Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
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Supplement to Comment # 16 (23 of 47)

Name: Pat Grant

Traffic Data Service
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	SR-85 SB RAMPS					STEVENS CREEK BLVD					STEVENS CREEK BLVD					Int. Total					
	Southbound					Westbound					Northbound						Eastbound				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	104	1	203	1	309	0	162	44	0	206	0	0	0	3	3	40	232	0	0	278	790
04:45 PM	106	3	233	2	344	0	156	46	0	202	0	0	0	4	4	43	223	0	0	266	816
Total	210	4	436	3	653	0	318	90	0	408	0	0	0	7	7	89	455	0	0	544	1612
05:00 PM	89	0	265	5	359	0	151	48	0	199	0	0	0	2	2	61	305	1	0	367	927
05:15 PM	121	0	208	5	334	0	160	75	0	235	0	0	0	6	6	43	277	2	0	322	897
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
Total	447	0	921	18	1386	0	662	259	0	921	0	0	0	17	17	186	1099	8	0	1293	3617
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Grand Total	952	4	1881	27	2864	0	1349	475	0	1824	0	0	0	29	29	358	2051	9	0	2418	7135
Apprch %	33.2	0.1	65.7	0.9		0	74	26	0		0	0	0	100		14.8	84.8	0.4	0		
Total %	13.3	0.1	26.4	0.4	40.1	0	18.9	6.7	0	25.6	0	0	0	0.4	0.4	5	28.7	0.1	0	33.9	
Vehicles	945	4	1871	27	2847	0	1347	472	0	1819	0	0	0	29	29	358	2051	0	0	2409	7104
% Vehicles	99.3	100	99.5	100	99.4	0	99.9	99.4	0	99.7	0	0	0	100	100	100	100	0	0	99.6	99.6
Motor Bikes	7	0	10	0	17	0	2	3	0	5	0	0	0	0	0	0	0	9	0	9	31

% Motor Bikes | 0.7 | 0 | 0.5 | 0 | 0.6 | 0 | 0.1 | 0.6 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0.4 | 0.4

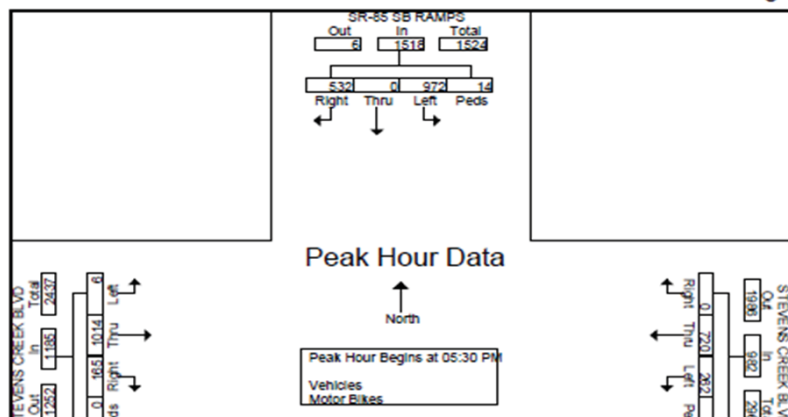
Start Time	SR-85 SB RAMPS Southbound				App. Total	STEVENS CREEK BLVD Westbound				App. Total	Northbound				App. Total	STEVENS CREEK BLVD Eastbound				Iss. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Total Volume	532	0	972	14	1518	0	720	262	0	982	0	0	0	14	14	165	1014	6	0	1185	3699
% App. Total	35	0	64	0.9		0	73.3	26.7	0		0	0	0	100		13.9	85.6	0.5	0		
PHF	869	000	807	875	848	000	914	949	000	948	000	000	000	438	438	878	935	500	000	926	951

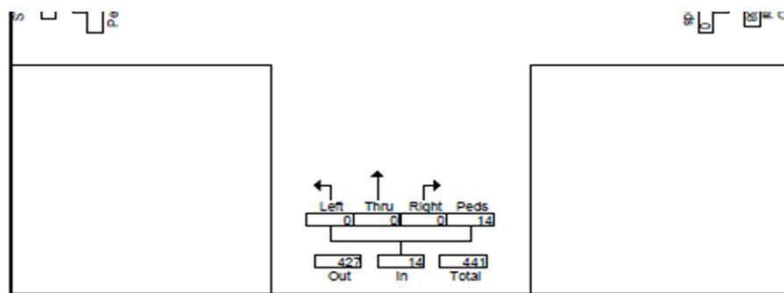
Supplement to Comment # 16 (24 of 47)

Name: Pat Grant

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 10/9/2012
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Supplement to Comment # 16 (25 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	West Side	East Side	West Side	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	6
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	12	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Grand Total																											
						20.8																					

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	West Side	East Side	West Side	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 08:00 AM

Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	7
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11	1	0	12	0	11	1	0	12	17
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	93.7	8.3	0	100	0	93.7	8.3	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.550	.250	.000	.600	.000	.550	.250	.000	.600	.607

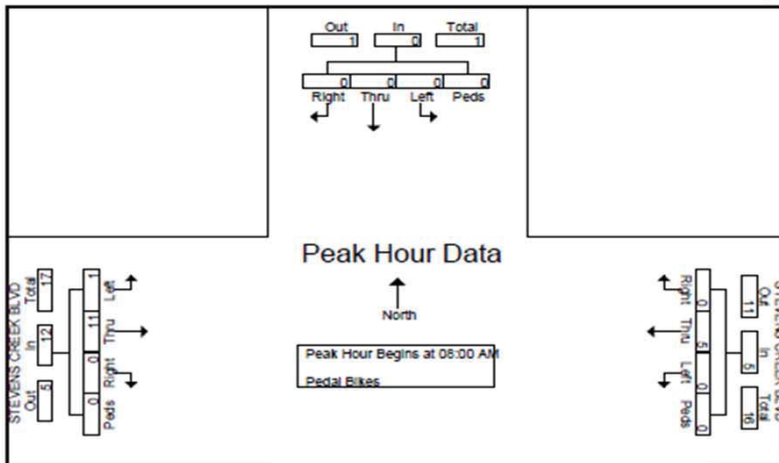
in

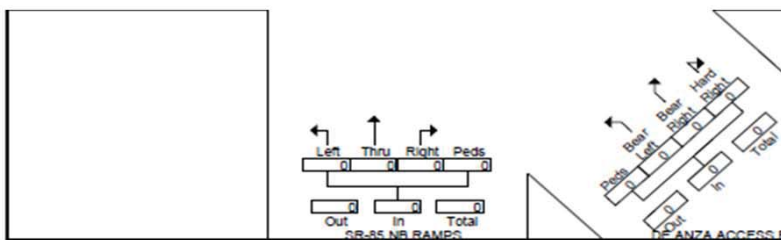
Supplement to Comment # 16 (26 of 47)

Name: Pat Grant

Traffic Data Service
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 10/9/2012
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Supplement to Comment # 16 (27 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:30 AM	0	0	0	0	0	107	77	0	0	184	0	5	6	0	11	66	13	64	0	143	0	226	205	0	431	769
07:45 AM	0	0	0	0	0	109	122	0	0	231	6	7	2	2	17	73	21	101	2	197	0	182	130	0	312	757
Total	0	0	0	0	0	216	199	0	0	415	6	12	8	2	28	139	34	165	2	340	0	408	335	0	743	1526
08:00 AM	0	0	0	3	3	116	143	0	0	259	1	4	2	2	9	124	21	100	0	245	0	249	142	0	391	907
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046
Total	0	0	0	9	9	574	685	0	0	1259	3	71	32	14	120	449	74	408	10	941	0	1209	674	0	1883	4212
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133
09:15 AM	0	0	0	4	4	158	139	0	0	297	0	22	10	3	35	152	6	70	3	231	0	393	169	0	562	1129
Grand Total	0	0	0	21	21	1093	1199	0	0	2292	10	111	56	24	201	870	131	735	20	1756	0	2374	1356	0	3730	8000
Approch %	0	0	0	100		47.7	52.3	0	0		5	55.2	27.9	11.9		49.5	7.5	41.9	1.1		0	63.6	36.4	0		
Total %	0	0	0	0.3	0.3	13.7	15	0	0	28.6	0.1	1.4	0.7	0.3	2.5	10.9	1.6	9.2	0.2	2.2	0	29.7	17	0	46.6	
Vehicles	0	0	0	21	21	1091	1197	0	0	2288	10	111	56	24	201	861	131	733	20	1745	0	2360	1353	0	3713	7968
% Vehicles	0	0	0	100	100	99.8	99.8	0	0	99.8	100	100	100	100	100	99	100	99.7	100	99.4	0	99.4	99.8	0	99.5	99.6
Motor Bikes	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9	0	2	0	11	0	14	3	0	17	32
% Motor Bikes	0	0	0	0	0	0.2	0.2	0	0	0.2	0	0	0	0	0	1	0	0.3	0	0.6	0	0.6	0.2	0	0.5	0.4

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		

Street 1	Right	Left	Thru	Peds	App. Total	Street 2	Right	Left	Thru	Peds	App. Total	Street 3	Right	Left	Thru	Peds	App. Total	Street 4	Right	Left	Thru	Peds	App. Total	Street 5	Right	Left	Thru	Peds	App. Total	Street 6	Right	Left	Thru	Peds	App. Total	Street 7	Right	Left	Thru	Peds	App. Total	Street 8	Right	Left	Thru	Peds	App. Total	Street 9	Right	Left	Thru	Peds	App. Total	Street 10	Right	Left	Thru	Peds	App. Total	Street 11	Right	Left	Thru	Peds	App. Total	Street 12	Right	Left	Thru	Peds	App. Total	Street 13	Right	Left	Thru	Peds	App. Total	Street 14	Right	Left	Thru	Peds	App. Total	Street 15	Right	Left	Thru	Peds	App. Total	Street 16	Right	Left	Thru	Peds	App. Total	Street 17	Right	Left	Thru	Peds	App. Total	Street 18	Right	Left	Thru	Peds	App. Total	Street 19	Right	Left	Thru	Peds	App. Total	Street 20	Right	Left	Thru	Peds	App. Total	Street 21	Right	Left	Thru	Peds	App. Total	Street 22	Right	Left	Thru	Peds	App. Total	Street 23	Right	Left	Thru	Peds	App. Total	Street 24	Right	Left	Thru	Peds	App. Total	Street 25	Right	Left	Thru	Peds	App. Total	Street 26	Right	Left	Thru	Peds	App. Total	Street 27	Right	Left	Thru	Peds	App. Total	Street 28	Right	Left	Thru	Peds	App. Total	Street 29	Right	Left	Thru	Peds	App. Total	Street 30	Right	Left	Thru	Peds	App. Total	Street 31	Right	Left	Thru	Peds	App. Total	Street 32	Right	Left	Thru	Peds	App. Total	Street 33	Right	Left	Thru	Peds	App. Total	Street 34	Right	Left	Thru	Peds	App. Total	Street 35	Right	Left	Thru	Peds	App. Total	Street 36	Right	Left	Thru	Peds	App. Total	Street 37	Right	Left	Thru	Peds	App. Total	Street 38	Right	Left	Thru	Peds	App. Total	Street 39	Right	Left	Thru	Peds	App. Total	Street 40	Right	Left	Thru	Peds	App. Total	Street 41	Right	Left	Thru	Peds	App. Total	Street 42	Right	Left	Thru	Peds	App. Total	Street 43	Right	Left	Thru	Peds	App. Total	Street 44	Right	Left	Thru	Peds	App. Total	Street 45	Right	Left	Thru	Peds	App. Total	Street 46	Right	Left	Thru	Peds	App. Total	Street 47	Right	Left	Thru	Peds	App. Total	Street 48	Right	Left	Thru	Peds	App. Total	Street 49	Right	Left	Thru	Peds	App. Total	Street 50	Right	Left	Thru	Peds	App. Total	Street 51	Right	Left	Thru	Peds	App. Total	Street 52	Right	Left	Thru	Peds	App. Total	Street 53	Right	Left	Thru	Peds	App. Total	Street 54	Right	Left	Thru	Peds	App. Total	Street 55	Right	Left	Thru	Peds	App. Total	Street 56	Right	Left	Thru	Peds	App. Total	Street 57	Right	Left	Thru	Peds	App. Total	Street 58	Right	Left	Thru	Peds	App. Total	Street 59	Right	Left	Thru	Peds	App. Total	Street 60	Right	Left	Thru	Peds	App. Total	Street 61	Right	Left	Thru	Peds	App. Total	Street 62	Right	Left	Thru	Peds	App. Total	Street 63	Right	Left	Thru	Peds	App. Total	Street 64	Right	Left	Thru	Peds	App. Total	Street 65	Right	Left	Thru	Peds	App. Total	Street 66	Right	Left	Thru	Peds	App. Total	Street 67	Right	Left	Thru	Peds	App. Total	Street 68	Right	Left	Thru	Peds	App. Total	Street 69	Right	Left	Thru	Peds	App. Total	Street 70	Right	Left	Thru	Peds	App. Total	Street 71	Right	Left	Thru	Peds	App. Total	Street 72	Right	Left	Thru	Peds	App. Total	Street 73	Right	Left	Thru	Peds	App. Total	Street 74	Right	Left	Thru	Peds	App. Total	Street 75	Right	Left	Thru	Peds	App. Total	Street 76	Right	Left	Thru	Peds	App. Total	Street 77	Right	Left	Thru	Peds	App. Total	Street 78	Right	Left	Thru	Peds	App. Total	Street 79	Right	Left	Thru	Peds	App. Total	Street 80	Right	Left	Thru	Peds	App. Total	Street 81	Right	Left	Thru	Peds	App. Total	Street 82	Right	Left	Thru	Peds	App. Total	Street 83	Right	Left	Thru	Peds	App. Total	Street 84	Right	Left	Thru	Peds	App. Total	Street 85	Right	Left	Thru	Peds	App. Total	Street 86	Right	Left	Thru	Peds	App. Total	Street 87	Right	Left	Thru	Peds	App. Total	Street 88	Right	Left	Thru	Peds	App. Total	Street 89	Right	Left	Thru	Peds	App. Total	Street 90	Right	Left	Thru	Peds	App. Total	Street 91	Right	Left	Thru	Peds	App. Total	Street 92	Right	Left	Thru	Peds	App. Total	Street 93	Right	Left	Thru	Peds	App. Total	Street 94	Right	Left	Thru	Peds	App. Total	Street 95	Right	Left	Thru	Peds	App. Total	Street 96	Right	Left	Thru	Peds	App. Total	Street 97	Right	Left	Thru	Peds	App. Total	Street 98	Right	Left	Thru	Peds	App. Total	Street 99	Right	Left	Thru	Peds	App. Total	Street 100	Right	Left	Thru	Peds	App. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Peak Hour for Entire Intersection Begins at 08:15 AM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Total Volume	0	0	0	14	14	603	718	0	0	1321	3	73	36	17	129	455	70	400	15	940	0	1324	710	0	2034	4438																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
% App. Total	0	0	0	100		45.6	54.4	0	0		2.3	56.6	27.9	13.2		48.4	7.4	42.6	1.6		0	65.1	34.9	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
PHF	.000	.000	.000	.438	.438	.761	.930	.000	.000	.881	.750	.537	.750	.850	.717	.875	.603	.926	.750	.963	.000	.840	.924	.000	.903	.964																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

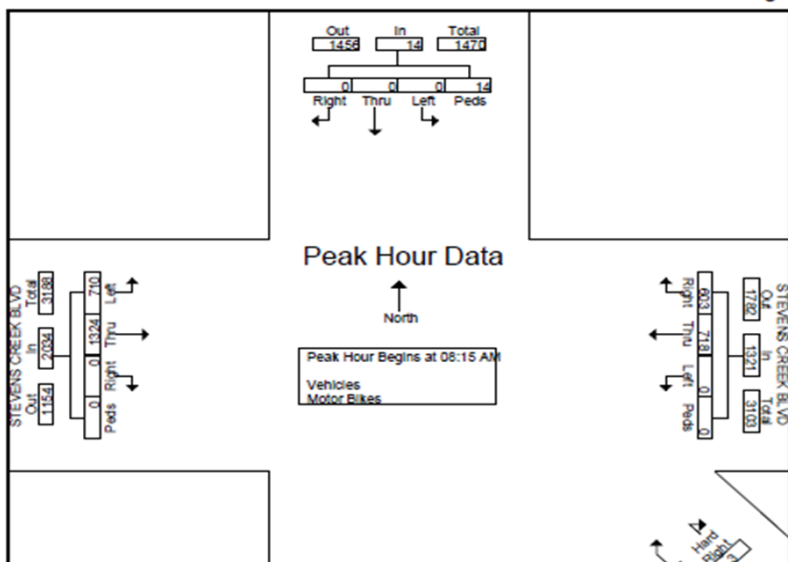
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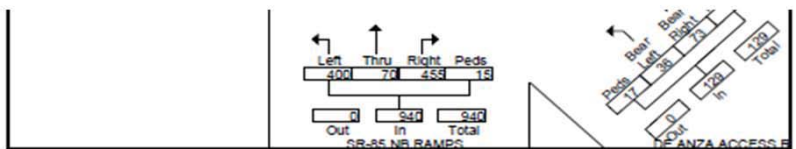
Supplement to Comment # 16 (28 of 47)

Name: Pat Grant

Traffic Data Service
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 10/9/2012
 Page No : 2





Supplement to Comment # 16 (29 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3MID FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Grand Total																											96.3

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 11:30 AM																											
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	20

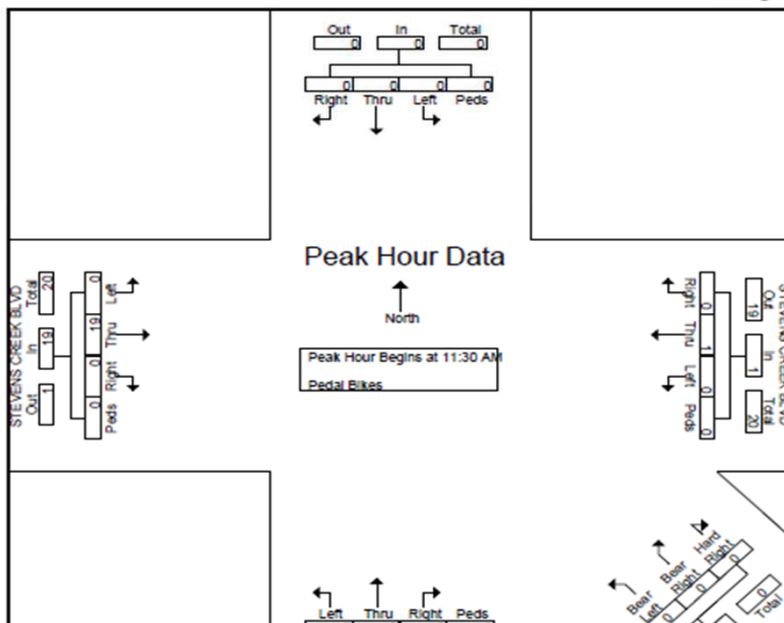
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	20
% Adj. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	19	20
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.833

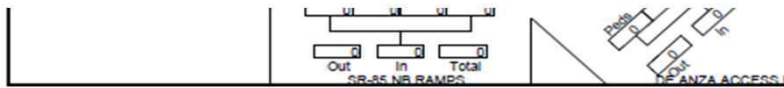
Supplement to Comment # 16 (30 of 47)

Name: Pat Grant

Traffic Data Service
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3MID FINAL
 Site Code : 00000003
 Start Date : 10/9/2012
 Page No : 2





Supplement to Comment # 16 (31 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3MID FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
11:30 AM	0	0	0	0	0	212	159	0	0	371	5	69	28	2	104	60	2	33	2	97	0	269	87	0	356	928
11:45 AM	0	0	0	0	0	157	123	0	0	280	2	25	35	0	62	66	3	42	0	111	0	264	117	0	381	834
Total	0	0	0	0	0	369	282	0	0	651	7	94	63	2	166	126	5	75	2	208	0	533	204	0	737	1762
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total	0	0	0	5	5	762	682	0	0	1444	5	109	85	13	202	314	0	153	16	483	0	1256	381	0	1637	3871
01:00 PM	0	0	0	0	0	160	171	0	0	331	0	27	14	1	42	73	1	38	1	113	0	348	99	0	447	933
01:15 PM	0	0	0	0	0	162	184	0	0	346	2	36	30	7	75	88	0	57	7	152	0	339	102	0	441	1014
Grand Total	0	0	0	5	5	1453	1319	0	0	2772	14	356	192	23	585	601	6	323	26	956	0	2476	786	0	3262	7580
Approch %	0	0	0	100		52.4	47.6	0	0		2.4	60.9	32.8	3.9		62.9	0.6	33.8	2.7		0	75.9	24.1	0		
Total %	0	0	0	0.1	0.1	19.2	17.4	0	0	36.6	0.2	4.7	2.5	0.3	7.7	7.9	0.1	4.3	0.3	12.6	0	32.7	10.4	0	4.3	
Vehicles	0	0	0	5	5	1450	1313	0	0	2763	12	353	192	23	580	598	6	323	26	953	0	2470	786	0	3256	7557
% Vehicles	0	0	0	100	100	99.8	99.3	0	0	99.7	85.7	99.2	100	100	99.1	99.3	100	100	100	99.7	0	99.8	100	0	99.8	99.7
Motor Bikes	0	0	0	0	0	3	6	0	0	9	2	3	0	0	5	3	0	0	0	3	0	6	0	0	6	23
% Motor Bikes	0	0	0	0	0	0.2	0.5	0	0	0.3	14.3	0.8	0	0	0.9	0.5	0	0	0	0.3	0	0.2	0	0	0.2	0.3

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total	0	0	0	5	5	762	682	0	0	1444	5	109	85	13	202	314	0	153	16	483	0	1256	381	0	1637	3871
% App. Total	0	0	0	100		52.8	47.2	0	0		1.7	65.9	28.1	4.3		65	0	31.7	3.3		0	76.7	23.3	0		

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

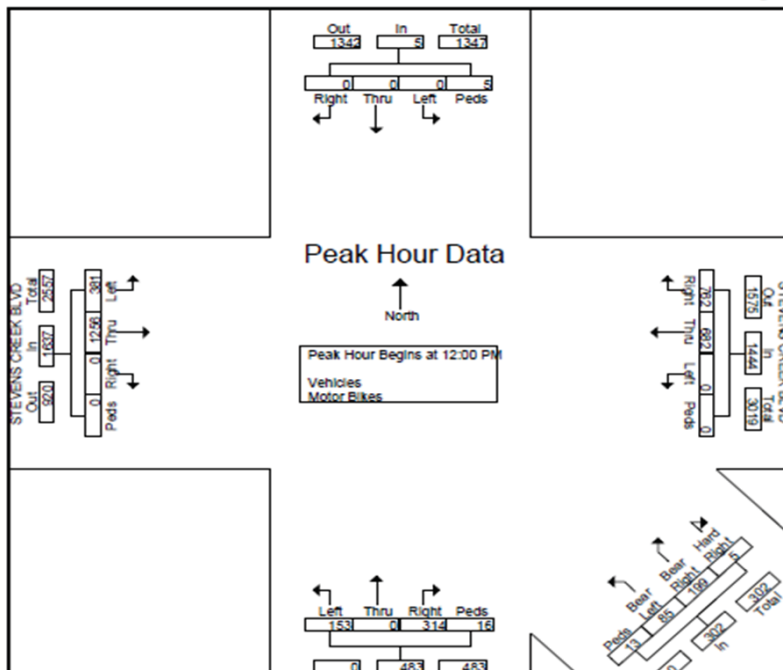
Supplement to Comment # 16 (32 of 47)

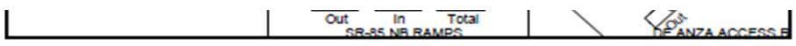
Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3MID FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 2





Supplement to Comment # 16 (33 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes:

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18
Apprch %	0	0	0	0	0	14.3	33.3	0	0	38.9	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	5.6	33.3	0	0	38.9	0	0	0	0	0	0	0	0	0	0	0	61.1	0	0	61.1	

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

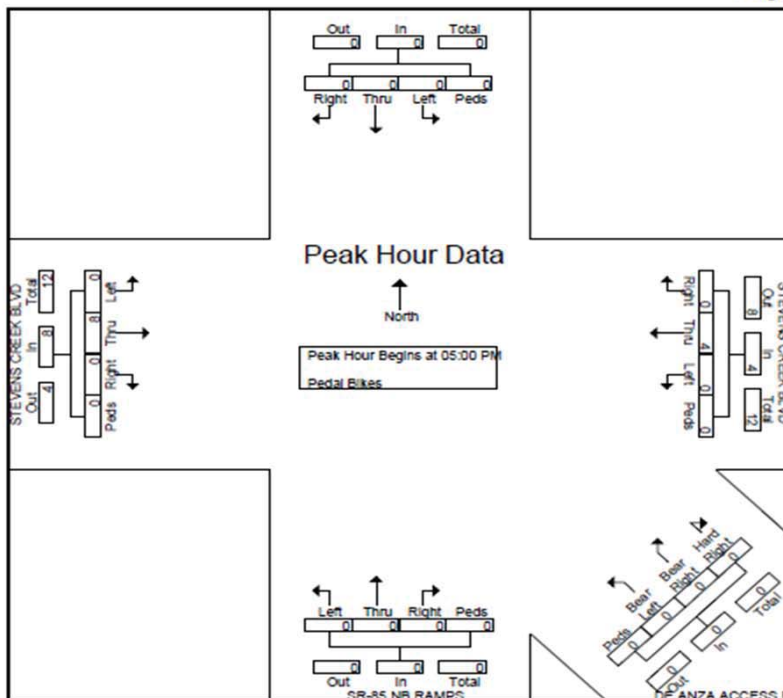
Supplement to Comment # 16 (34 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 2



Supplement to Comment # 16 (35 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	171	144	0	0	315	2	35	9	4	50	50	0	41	4	95	0	338	114	0	452	912
04:45 PM	0	0	0	3	3	153	145	0	0	298	2	34	10	4	50	58	0	47	4	109	0	390	86	0	476	936
Total	0	0	0	3	3	324	289	0	0	613	4	69	19	8	100	108	0	88	8	204	0	728	200	0	928	1848
05:00 PM	0	0	0	6	6	170	146	0	0	316	3	48	16	4	71	64	0	38	4	106	0	432	123	0	555	1054
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	157	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
Total	0	0	0	19	19	789	679	0	0	1468	9	166	65	22	262	323	7	171	22	523	0	1623	457	0	2080	4352
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
06:15 PM	0	0	0	2	2	183	182	0	0	365	1	41	23	3	68	90	0	43	3	136	0	402	113	0	515	1086
Grand Total	0	0	0	28	28	1470	1315	0	0	2785	18	332	137	38	525	624	8	343	37	1012	0	3185	856	0	4041	8391
Approch %	0	0	0	100		52.8	47.2	0	0		3.4	63.2	26.1	7.2		61.7	0.8	33.9	3.7		0	78.8	21.2	0		
Total %	0	0	0	0.3	0.3	17.5	15.7	0	0	33.2	0.2	4	1.6	0.5	6.3	7.4	0.1	4.1	0.4	12.1	0	38	10.2	0	48.2	
Vehicles	0	0	0	28	28	1467	1311	0	0	2778	17	331	137	38	523	624	8	343	37	1012	0	3169	853	0	4022	8363
% Vehicles	0	0	0	100	100	99.8	99.7	0	0	99.7	94.4	99.7	100	100	99.6	100	100	100	100	100	0	99.5	99.6	0	99.5	99.7
Motor Bikes	0	0	0	0	0	3	4	0	0	7	1	1	0	0	2	0	0	0	0	0	0	16	3	0	19	28
% Motor Bikes	0	0	0	0	0	0.2	0.3	0	0	0.3	5.6	0.3	0	0	0.4	0	0	0	0	0	0	0.5	0.4	0	0.5	0.3

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:15 PM																										
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	167	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
Total Volume	0	0	0	17	17	793	698	0	0	1491	10	174	79	23	286	362	8	174	22	566	0	1623	420	0	2043	4403
% App. Total	0	0	0	100		53.2	46.8	0	0		3.5	60.8	27.6	8		64	1.4	30.7	3.9		0	79.4	20.6	0		
PHF	.000	.000	.000	.708	.708	.893	.948	.000	.000	.918	.623	.777	.658	.639	.753	.879	.500	.777	.611	.901	.000	.939	.905	.000	.962	.985

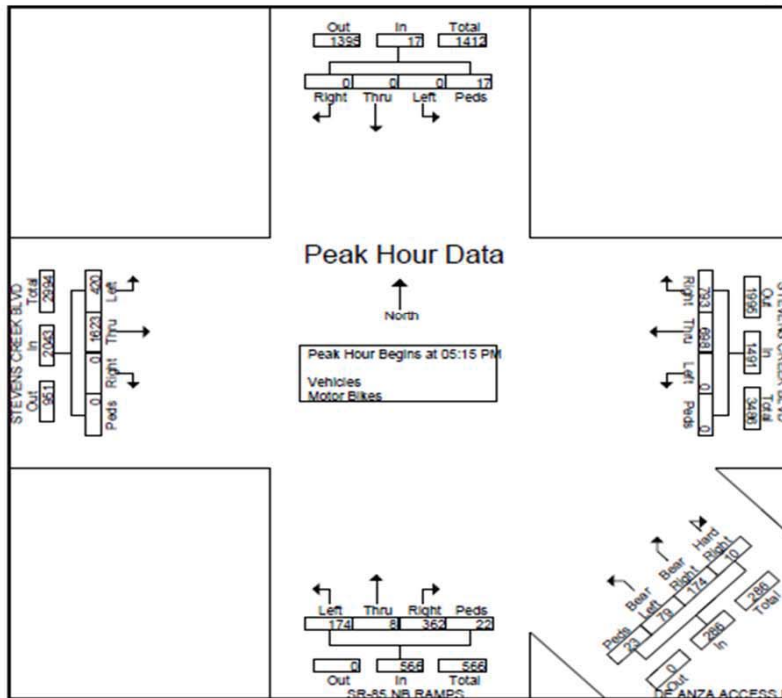
Supplement to Comment # 16 (36 of 47)

Name: Pat Grant

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3PM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 2



Supplement to Comment # 16 (37 of 47)

Name: Pat Grant



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Stevens Creek Boulevard, Westbound, between Stelling Road and Bubb Road

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for westbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 41 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 5.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Stillman".

David Stillman



David Stillman
Senior Civil Engineer




Printed on Recycled Paper

Supplement to Comment # 16 (38 of 47)

Name: Pat Grant

**City of Cupertino
Engineering and Traffic Survey**

Street: STEVENS CREEK	
Limits: STELLING TO BUBB WB	
	
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	119
85th Percentile	41
10 mph Pace	32-41
Percent in Pace	87
B. Traffic Factors	
Average Daily Traffic (ADT)	17,320
Length of Segment (mi.)	0.58
Street Classification	Arterial
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	57
Accident Rate (Acc/MVM)	5.2
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 35 mph	Recommended Speed Limit: 35 mph
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 28.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.	
Approved and Authorized for release by The City of Cupertino Public Works:	

Signed *[Signature]* Title **SENIOR CIVIL ENG.** Date **1/19/09**

Segment # 71

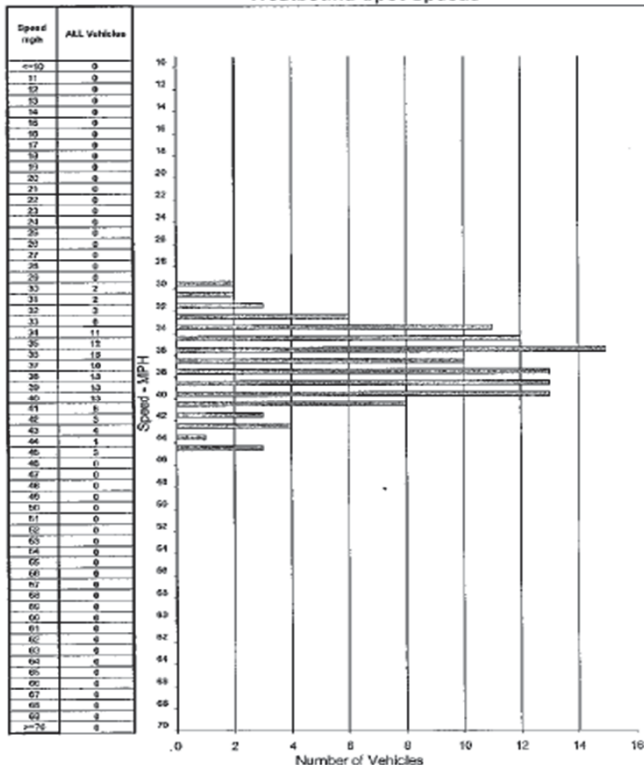
Supplement to Comment # 16 (39 of 47)

Name: Pat Grant

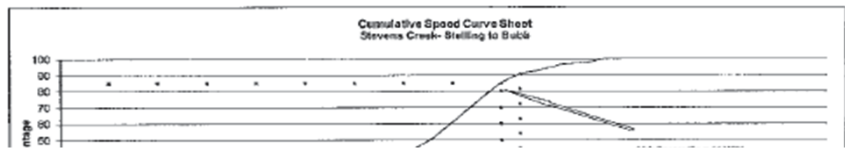
Spot Speed Study
Prepared by: National Data & Surveying Services
City of Cupertino

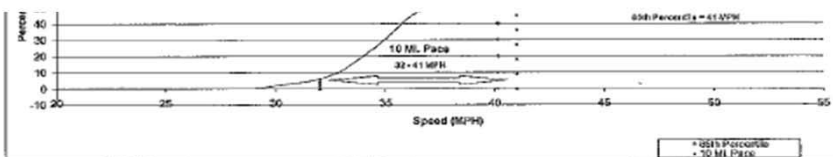
Survey Time: 14:15-14:15
DATE: 4/15/2009 Location: Stevens Creek- Stelling to Buba, WB (771)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	60th Percentile	65th Percentile	75th Percentile	85th Percentile	90th Percentile	% Below Pace	% Above Pace
ALL	110	30-46	37 mph	41 mph	42-43	44	45	96.7%	3.3%





7 in

Supplement to Comment # 16 (40 of 47)

Name: Pat Grant



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,



David Stillman
Senior Civil Engineer




Printed on Recycled Paper

Supplement to Comment # 16 (41 of 47)

Name: Pat Grant

**City of Cupertino
Engineering and Traffic Survey**

Street: STEVENS CREEK	
Limits: STELLING TO BUBB EB	
	
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	114
85th Percentile	39
10 mph Pace	31-40
Percent in Pace	88
B. Traffic Factors	
Average Daily Traffic (ADT)	17,660
Length of Segment (mi.)	0.58
Street Classification	Arterial
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	69
Accident Rate (Acc/MVM)	6.1
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 35 mph	Recommended Speed Limit: 35 mph
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 28.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.	
Approved and Authorized for release by The City of Cupertino Public Works:	

Signed *[Signature]* Title **SENIOR CIVIL ENG.** Date **11/9/09**

Segment # 72

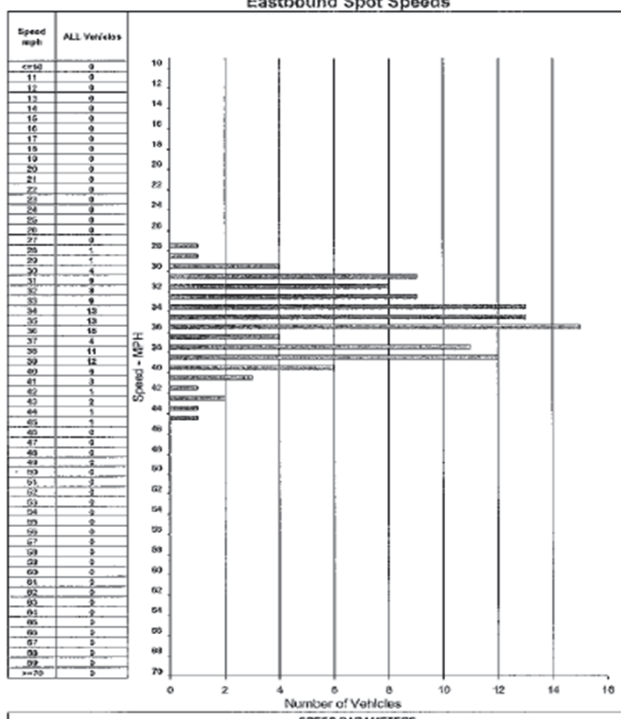
Supplement to Comment # 16 (42 of 47)

Name: Pat Grant

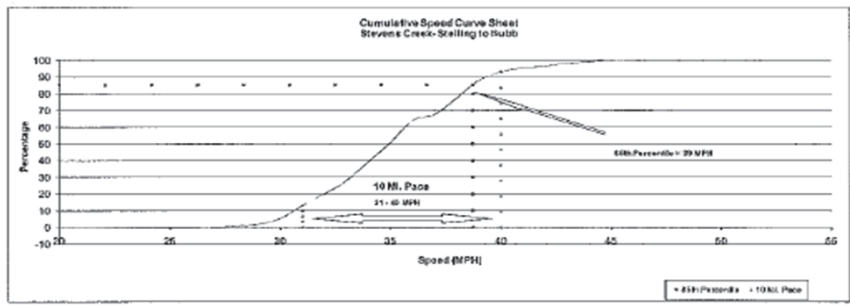
Spot Speed Study
Prepared by: National Data & Surveying Services
City of Cupertino

Survey Time: 15:00-16:30
DATE: 01/20/09 Location: Stevens Creek- Stelling to Hubb, EB (#72)
DAY: Wednesday Posted Speed: 35 MPH Project #: 00-7162

Eastbound Spot Speeds



SPEED PARAMETERS							
Class	Count	Range	50th Percentile	85th Percentile	99 MPH	# in Pace	Pace % In Pace
ALL	114	28-65	35 mph	39 mph	31-40	128	85%



Supplement to Comment # 16 (43 of 47)

Name: Pat Grant



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Stillman'.

David Stillman



Senior Civil Engineer




Printed on Recycled Paper

Supplement to Comment # 16 (44 of 47)

Name: Pat Grant

**City of Cupertino
Engineering and Traffic Survey**

Street: Foothill	
Limits: STARLING TO STEVENS CREEK NB	
	
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK
Posted Speed Limit	40
# Speed Data Collected	107
85th Percentile	45
10 mph Pace	37-46
Percent in Pace	88
B. Traffic Factors	
Average Daily Traffic (ADT)	8,186
Length of Segment (mi.)	0.67
Street Classification	Major Collector
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	13
Accident Rate (Acc/MVM)	2.2
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.
Roadway Geometrics	4-lane divided roadway
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 40 mph	Recommended Speed Limit: 40 mph
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.	
Approved and Authorized for release by The City of Cupertino Public Works	

Approved and Authorized for release by the City of Cupertino Public Works:
 Signed *[Signature]* Title **SENIOR CIVIL ENG.** Date **11/9/09**

Segment # 25

Supplement to Comment # 16 (45 of 47)

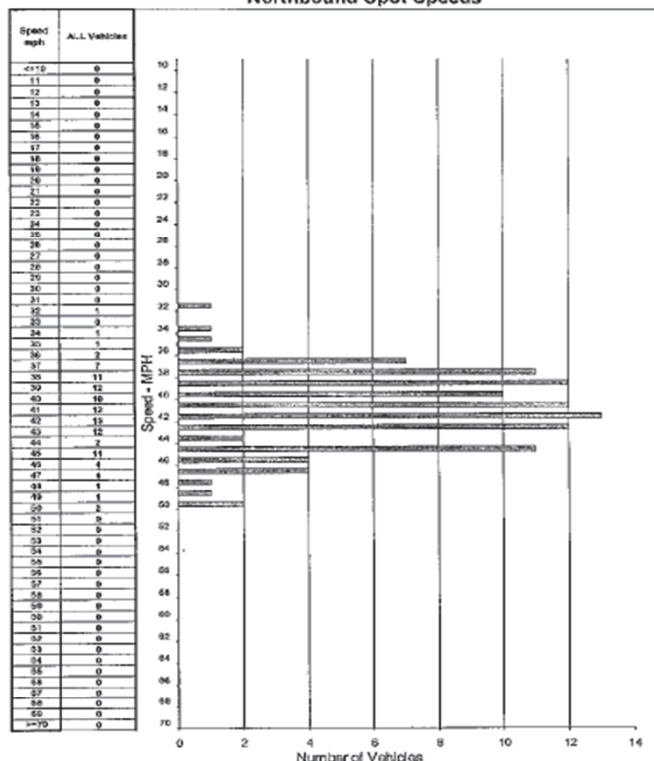
Name: Pat Grant

Spot Speed Study
 Prepared by: National Data & Surveying Services

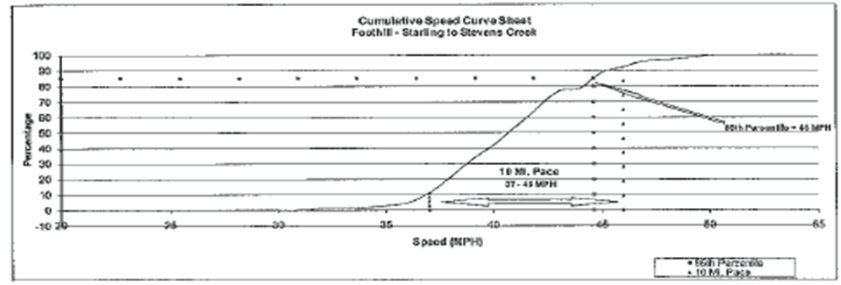
City of Cupertino

Survey Time: 9:30AM-10:00AM
 DATE: 4/15/2009 Location: Foothill - Starting to Stevens Creek, NB (826)
 DAY: Wednesday Posted Speed: 45 MPH Project #: 06-7162

Northbound Spot Speeds



SPEED PARAMETERS							
Class	Count	Range	50th Percentile	50th Percentile	10 MPH Pace	Percent in Pace	Percent in
All	937	11 - 66	41 mph	46 mph	37 - 49	64	60%



Supplement to Comment # 16 (46 of 47)

Name: Pat Grant

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SOVTA CMIP MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 5:00 PM
 INTERSECTION: N/S HIGHWAY 85 NORTHBOUND RAMP
 E/W STEVENS CREEK BOULEVARD
 CITY: CUPERTINO

VEHICLES														
15MIN COUNTS														
4:00 PM TO 4:00 PM														
PERIOD	1	2	3	4	5	6	7a	8a	9a	Tb	9b	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	WBLT	WBLT	WBLT	NRBT	NRTH	NRBT	CBTH	CBTL
4:00-4:15	0	0	0	163	173	0	12	28	21	21	0	22	0	214
4:15-4:30	0	0	0	129	128	0	21	21	21	44	0	22	0	284
4:30-4:45	0	0	0	125	122	0	8	28	18	10	0	24	0	222
4:45-5:00	0	0	0	120	121	0	8	48	11	22	0	22	0	203
5:00-5:15	0	0	0	141	144	0	7	21	22	22	2	27	0	241
5:15-5:30	0	0	0	127	121	0	2	17	8	22	2	26	0	208
5:30-5:45	0	0	0	122	119	0	3	11	8	14	0	21	0	222
5:45-6:00	0	0	0	141	174	0	4	1	43	2	48	0	241	118
HOURLY TOTALS														
TIME	1	2	3	4	5	6	7a	8a	9a	Tb	9b	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	WBLT	WBLT	WBLT	NRBT	NRTH	NRBT	CBTH	CBTL
4:00-6:00	0	0	0	222	212	0	22	28	82	173	0	174	0	1284
4:15-5:15	0	0	0	274	228	0	42	128	74	188	2	178	0	1411
5:00-6:00	0	0	0	288	270	0	28	112	61	188	4	182	0	1428
5:15-6:15	0	0	0	202	221	0	21	27	48	204	4	178	0	1428
6:00-6:30	0	0	0	207	207	0	16	22	26	142	6	172	0	1468

SEE GRAPHIC BELOW



BICYCLES														
15MIN COUNTS														
4:00 PM TO 4:00 PM														
PERIOD	1	2	3	4	5	6	7a	8a	9a	Tb	9b	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	WBLT	WBLT	WBLT	NRBT	NRTH	NRBT	CBTH	CBTL
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
TIME	1	2	3	4	5	6	7a	8a	9a	Tb	9b	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	WBLT	WBLT	WBLT	NRBT	NRTH	NRBT	CBTH	CBTL
4:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SEE GRAPHIC BELOW



PEDESTRIANS												
15MIN COUNTS												
4:00 PM TO 4:00 PM												
PERIOD	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	CB	WB	TOTAL	NB	EB	TOTAL	SB	WB	TOTAL	NB	EB	TOTAL
4:00-4:15	0	1	1	0	0	0	0	0	0	0	0	0
4:15-4:30	1	0	1	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	2	2	0	0	0	0	0	0	0	0	0
5:15-5:30	0	1	1	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15-6:30	1	2	3	0	0	0	0	0	0	0	0	0
HOURLY TOTALS												
TIME	CB	WB	TOTAL	NB	EB	TOTAL	SB	WB	TOTAL	NB	EB	TOTAL
4:00-6:00	1	1	2	0	0	0	0	0	0	0	0	0
4:15-5:15	1	2	3	0	0	0	0	0	0	0	0	0
5:00-6:00	0	2	2	0	0	0	0	0	0	0	0	0
5:15-6:15	0	1	1	0	0	0	0	0	0	0	0	0
6:00-6:30	1	2	3	0	0	0	0	0	0	0	0	0

NORTH LEG

WEST LEG EAST LEG

SOUTH LEG





Supplement to Comment # 16 (47 of 47)

Name: Pat Grant

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

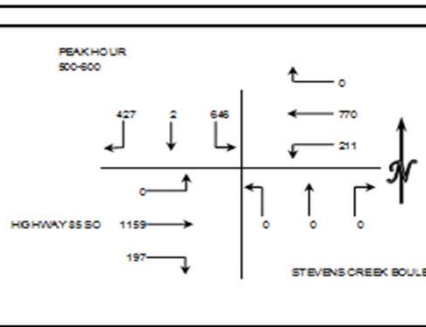
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SCVTA CMP MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 8:00 PM
 INTERSECTION: N/S STEVENS CREEK BOULEVARD
 E/W HIGHWAY 85 SOUTHBOUND RAMPS
 CITY: CUPERTINO

VEHICLES

15 MIN COUNTS 4:00 PM TO 8:00 PM

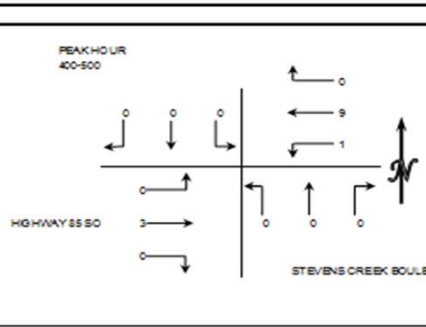
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415-420	104	1	113	0	127	50	0	0	0	37	230	0	717
430-445	99	0	153	0	125	94	0	0	0	57	275	0	823
445-500	115	0	145	0	142	31	0	0	0	41	259	0	743
500-515	101	0	154	0	152	43	0	0	0	43	237	0	805
515-520	99	2	139	0	154	50	0	0	0	47	239	0	790
530-545	100	0	123	0	202	59	0	0	0	58	236	0	904
545-600	127	0	170	0	215	59	0	0	0	46	236	0	912
HOURLY TOTALS													
TIME	SBRT	SBTH	SBLT	WBRT	WETH	WELT	NBRT	NBTH	NBTL	EBRT	EBTH	EBLT	TOTAL
400-600	422	2	647	0	629	173	0	0	0	174	1077	0	3024
415-515	420	1	570	0	653	178	0	0	0	183	1081	0	3086
430-520	415	2	591	0	630	178	0	0	0	193	1100	0	3159
445-545	415	2	621	0	703	183	0	0	0	192	1103	0	3240
500-800	427	2	646	0	770	211	0	0	0	197	1159	0	3412



BICYCLES

15 MIN COUNTS 4:00 PM TO 8:00 PM

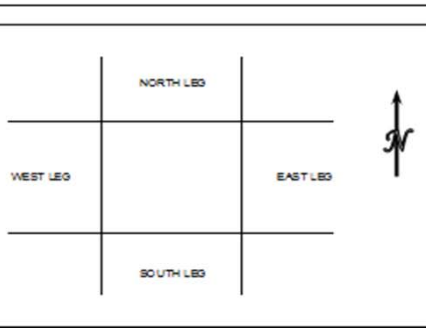
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415-420	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-520	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS													
TIME	SBRT	SBTH	SBLT	WBRT	WETH	WELT	NBRT	NBTH	NBTL	EBRT	EBTH	EBLT	TOTAL
400-600	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0
430-520	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0
500-800	0	0	0	0	0	0	0	0	0	0	0	0	0



PEDESTRIANS

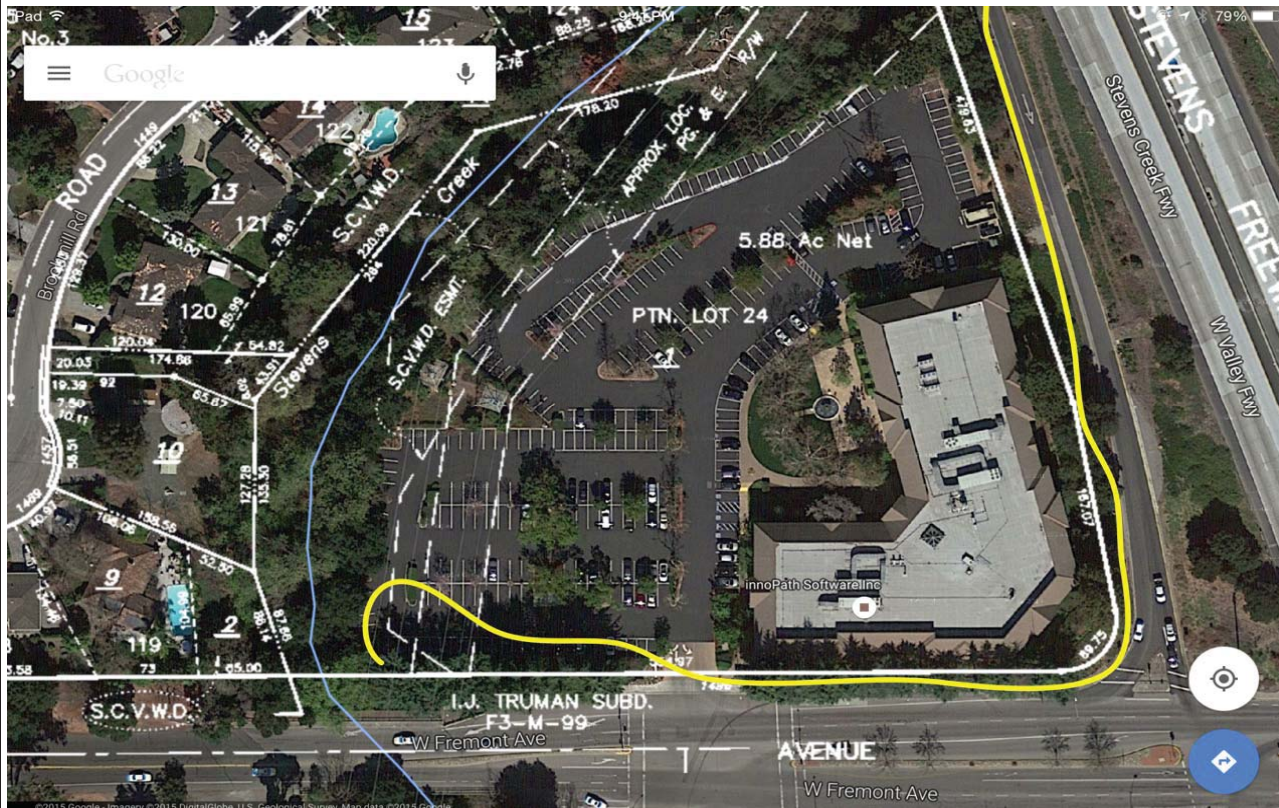
15 MIN COUNTS 4:00 PM TO 8:00 PM

PERIOD	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	EB	WB	TOTAL	NB	SE	TOTAL	EB	WB	TOTAL	NB	SE	TOTAL
400-415	1	0	1	0	1	1	1	0	1	0	0	0
415-420	0	1	1	0	0	0	0	1	1	0	0	0
430-445	0	0	0	1	1	2	0	1	1	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	1	0	0	0	0	0	0
515-520	4	0	4	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	3	3	0	0	0
545-600	0	3	3	0	1	1	0	2	2	0	0	0
HOURLY TOTALS												
TIME	EB	WB	TOTAL	NB	SE	TOTAL	EB	WB	TOTAL	NB	SE	TOTAL
400-600	1	1	2	1	2	3	1	2	3	0	0	0
415-515	0	1	1	1	2	3	0	2	2	0	0	0
430-520	4	0	4	1	2	3	0	1	1	0	0	0
445-545	4	0	4	0	1	1	0	3	3	0	0	0
500-800	4	3	7	0	2	2	0	5	5	0	0	0



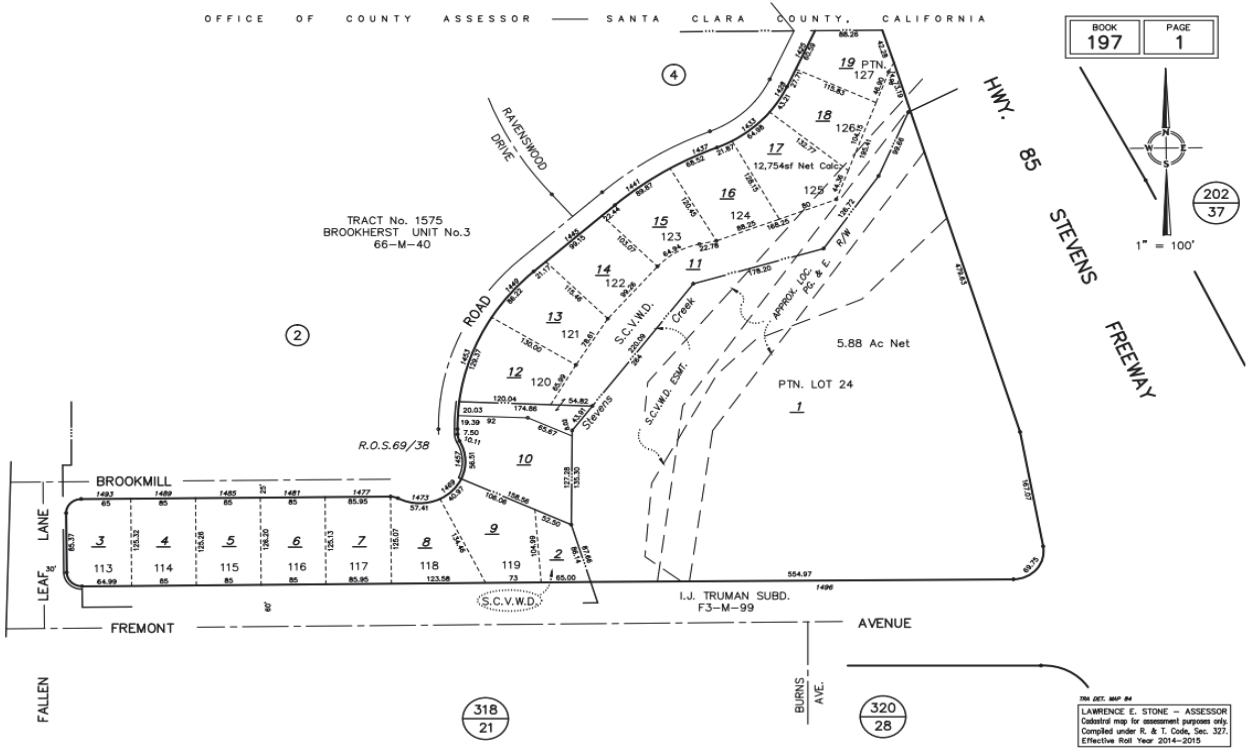
Supplement to Comment # 36

Name: Patrick Grant



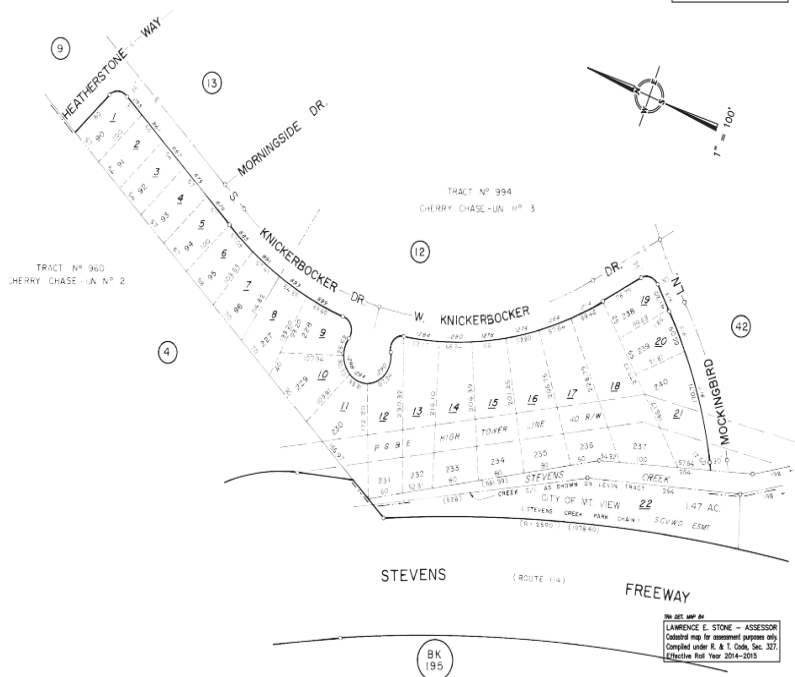
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Name: n/a



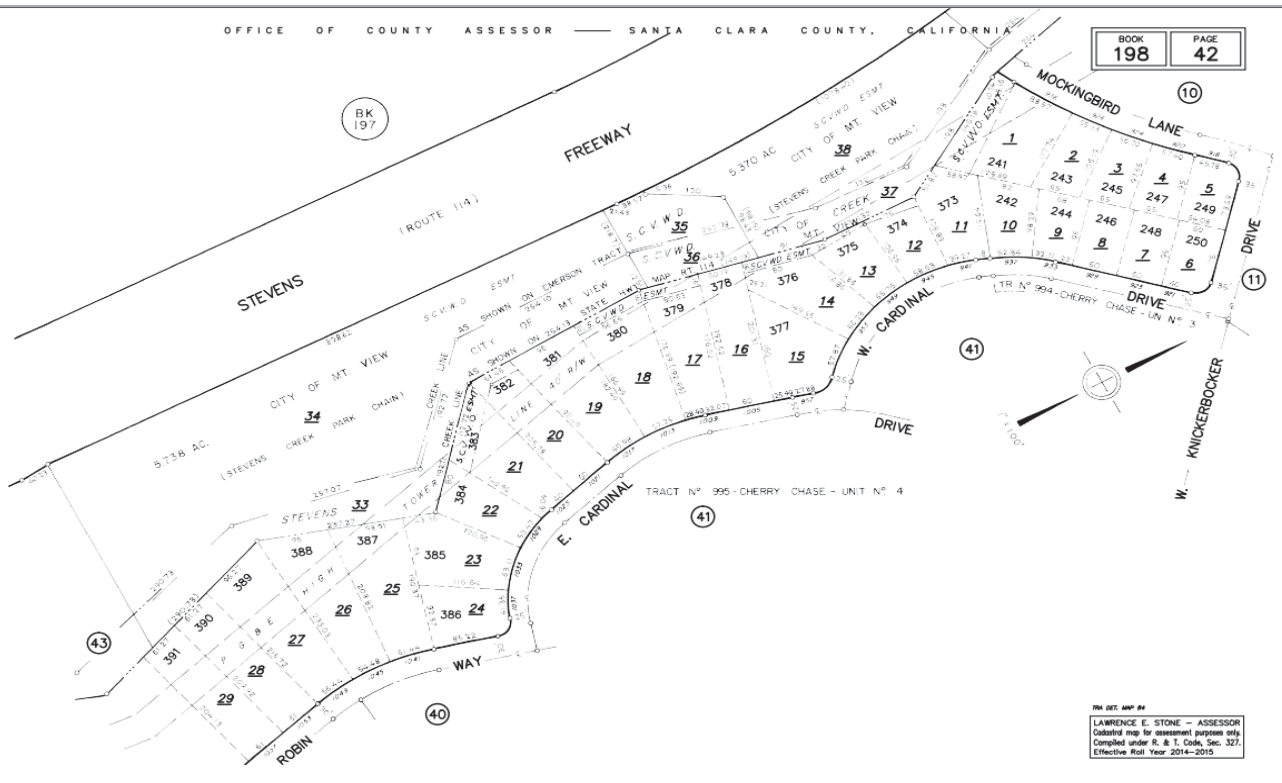
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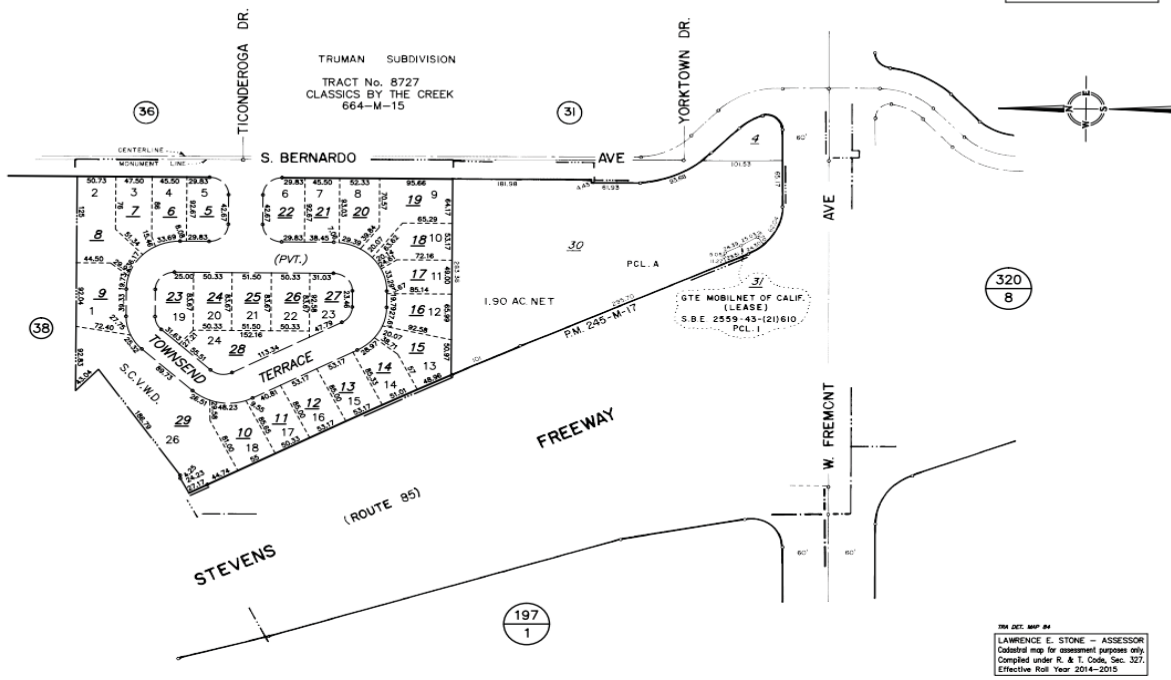
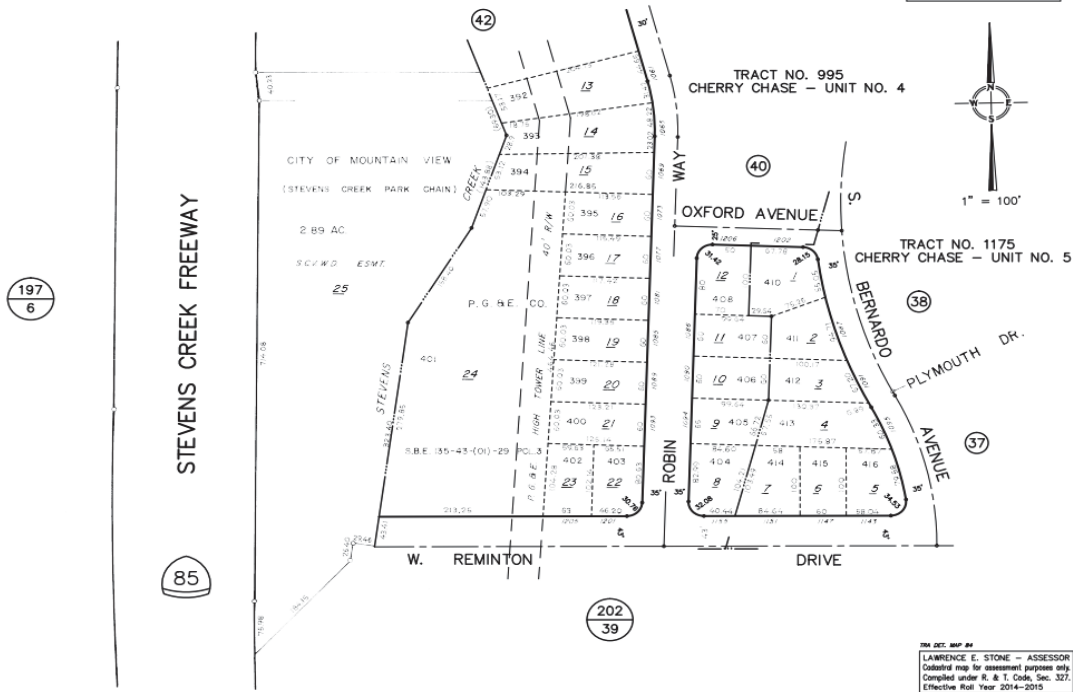
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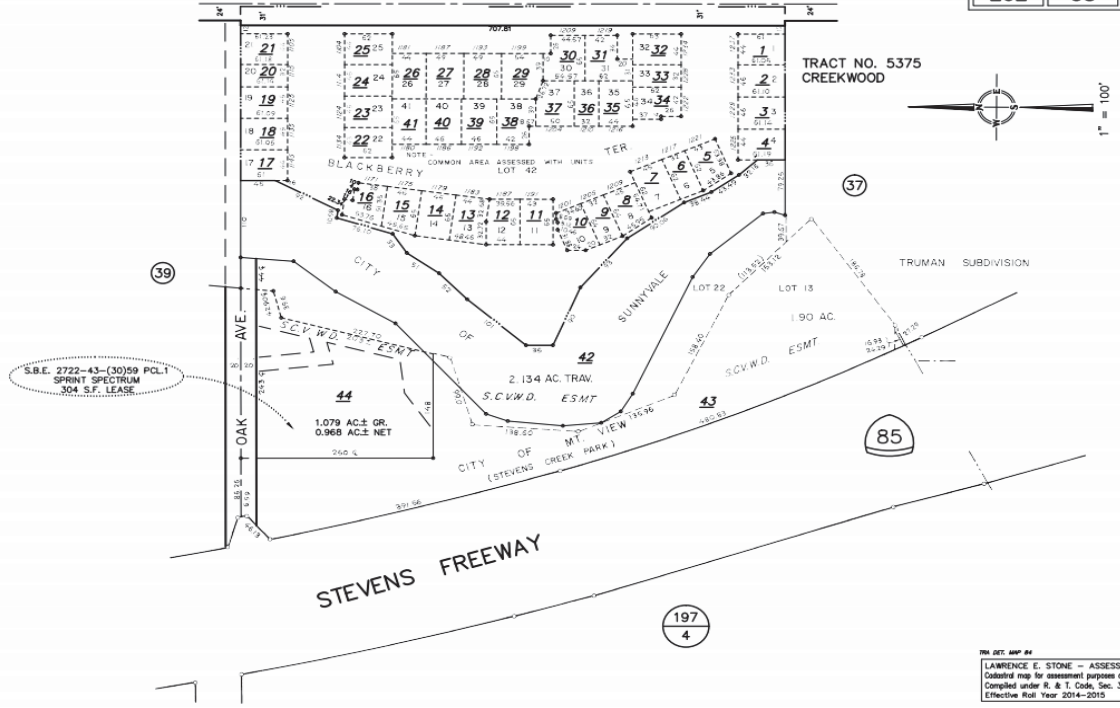
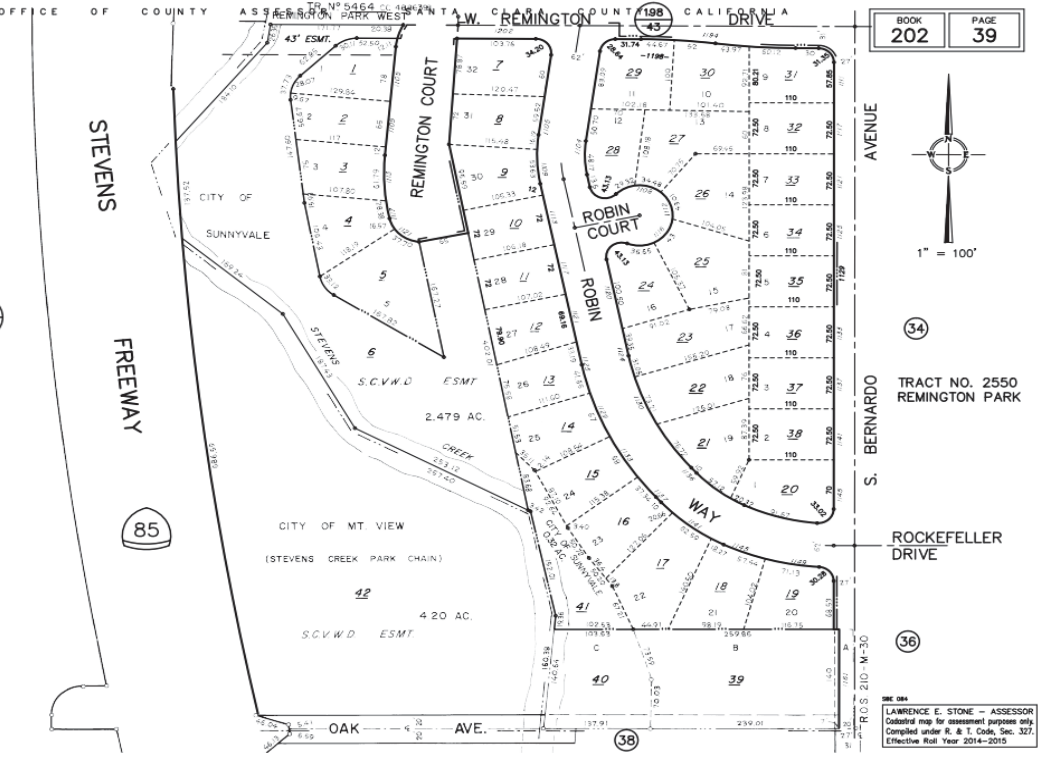
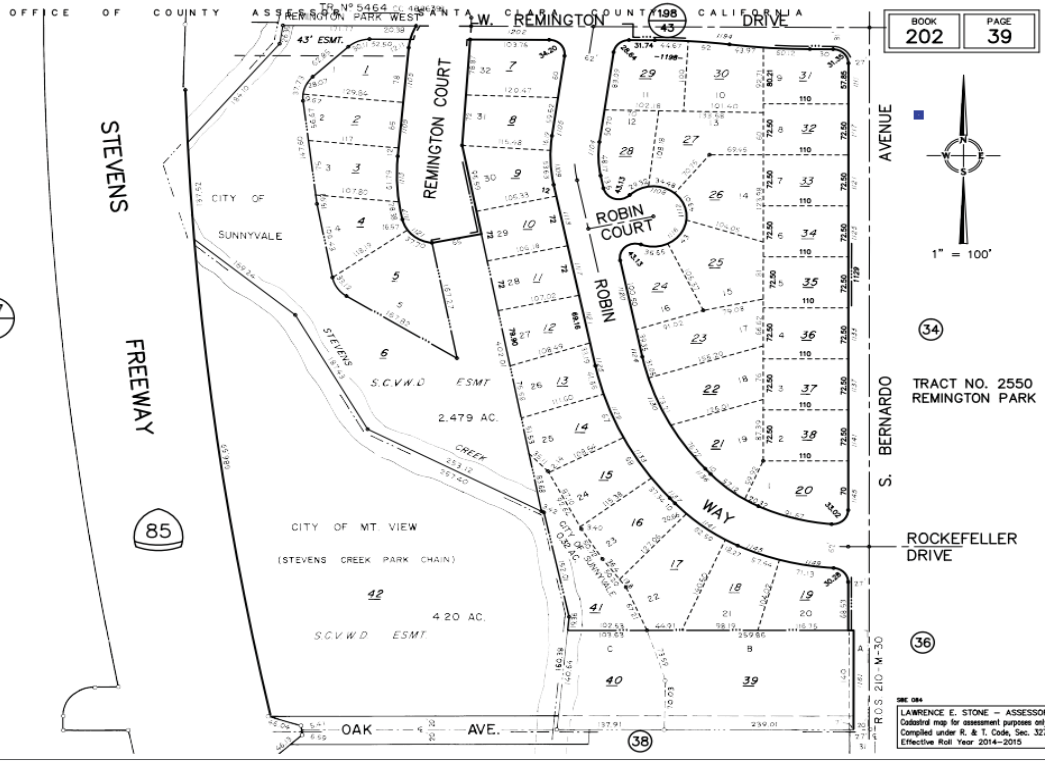
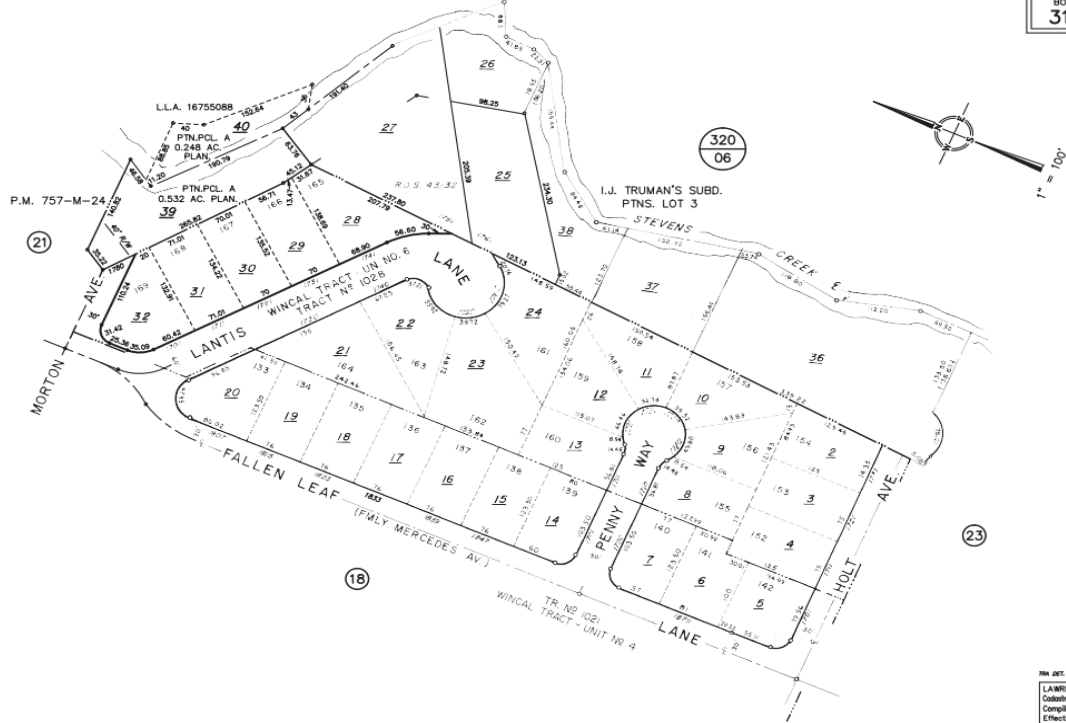
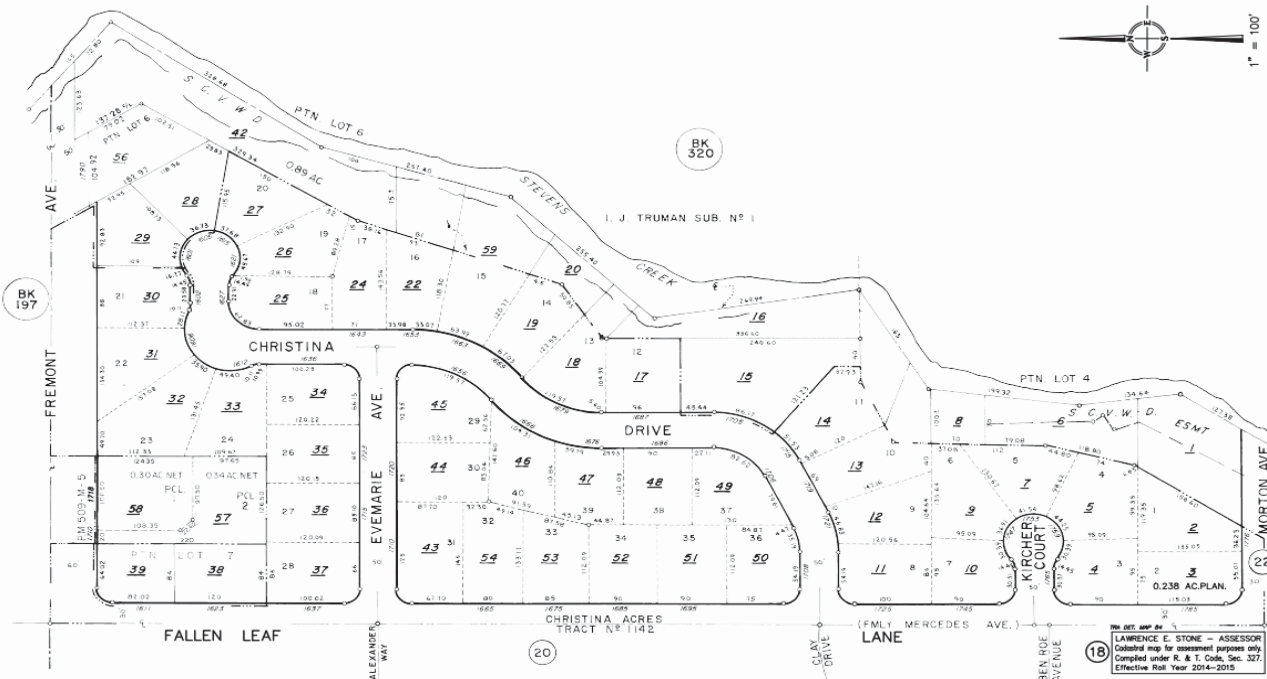


FIG. DET. MAP #1
LAWRENCE E. STONE — ASSESSOR
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Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014-2015

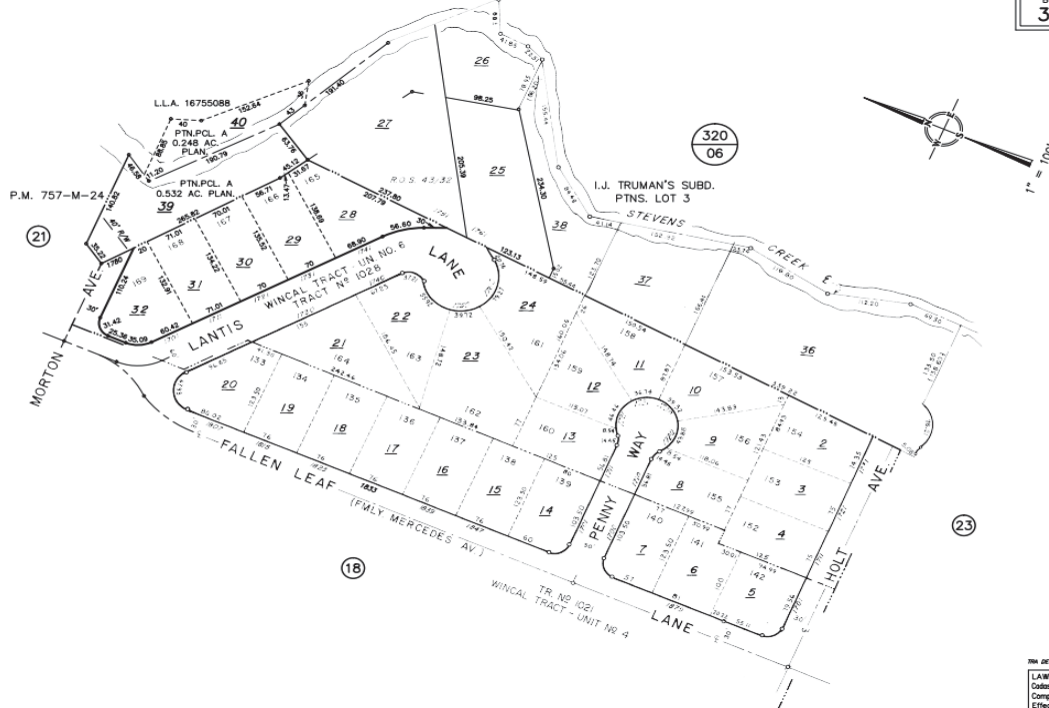


Supplemental Documents to Public Comments on the Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study



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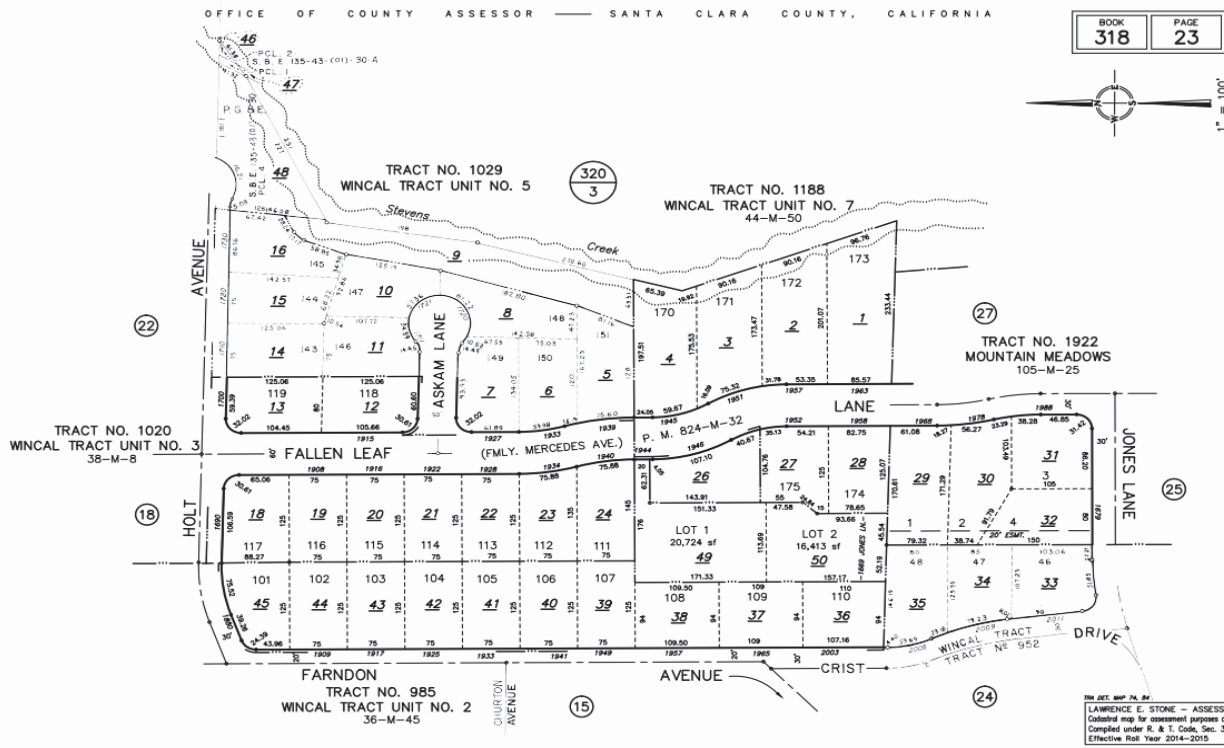
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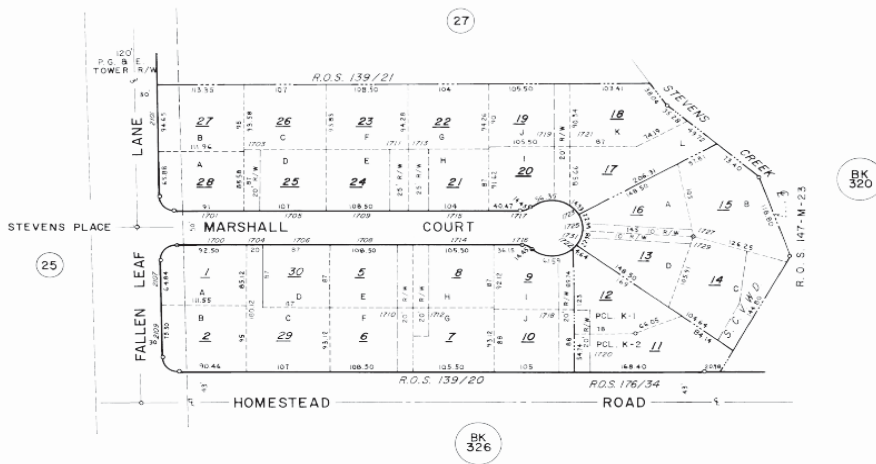
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Compiled under R. & T. Code, Sec. 327
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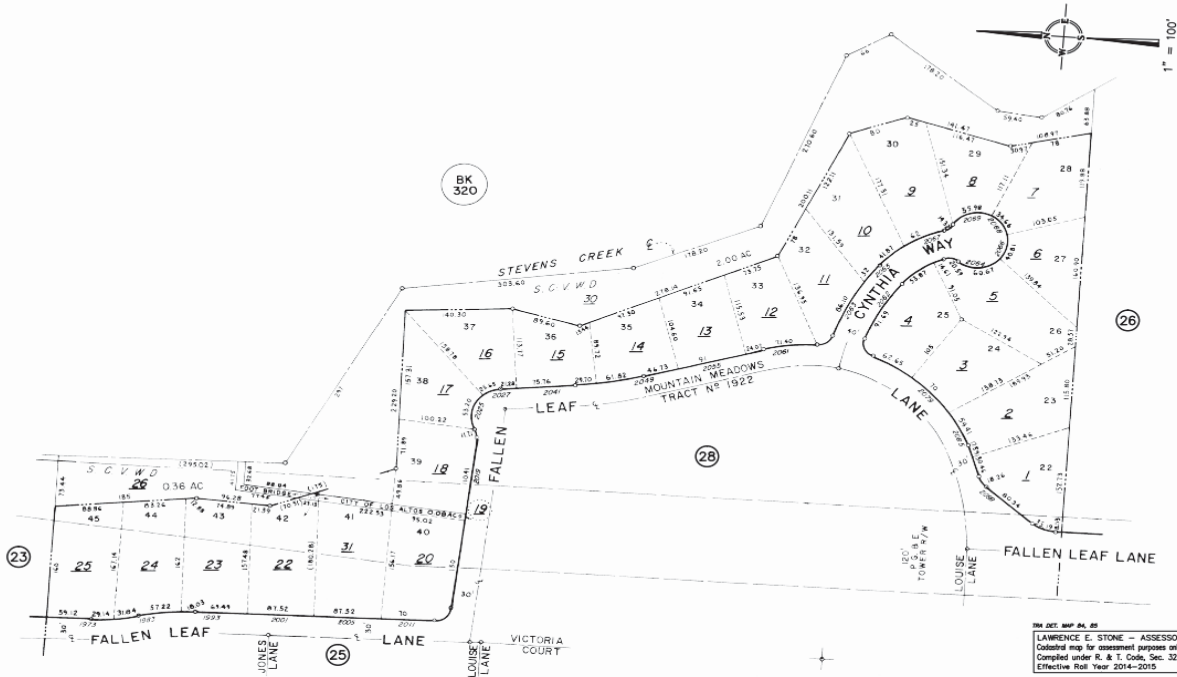
BOOK 318 PAGE 23



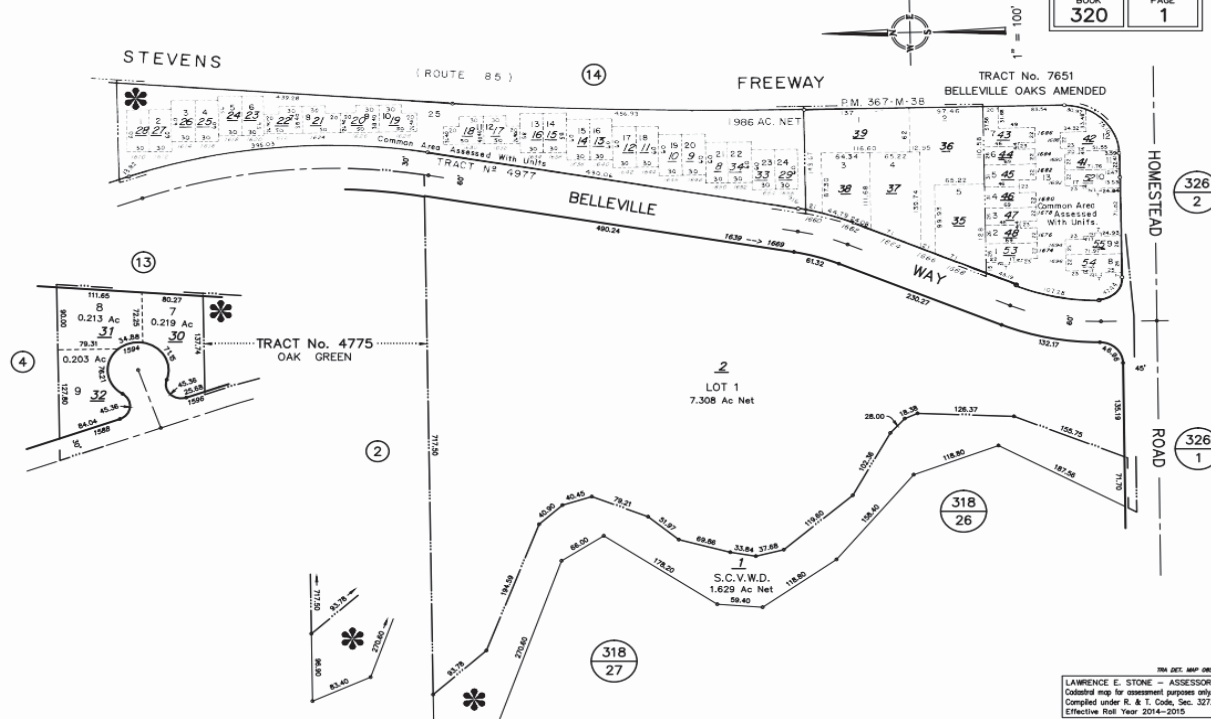
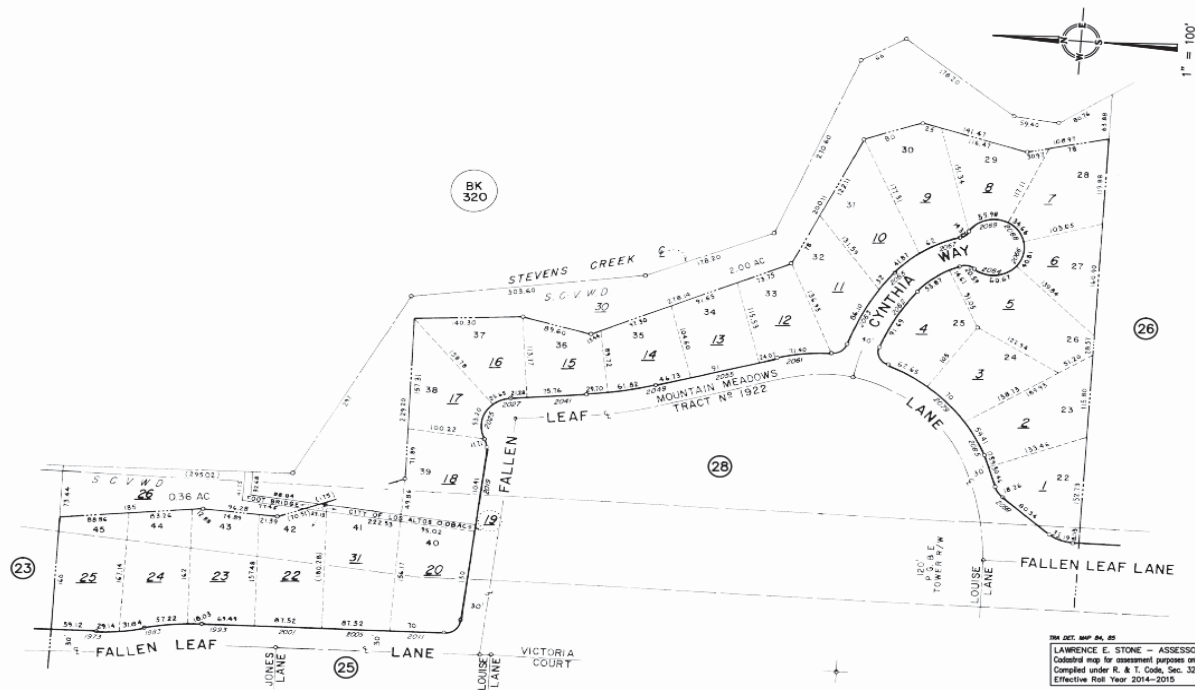
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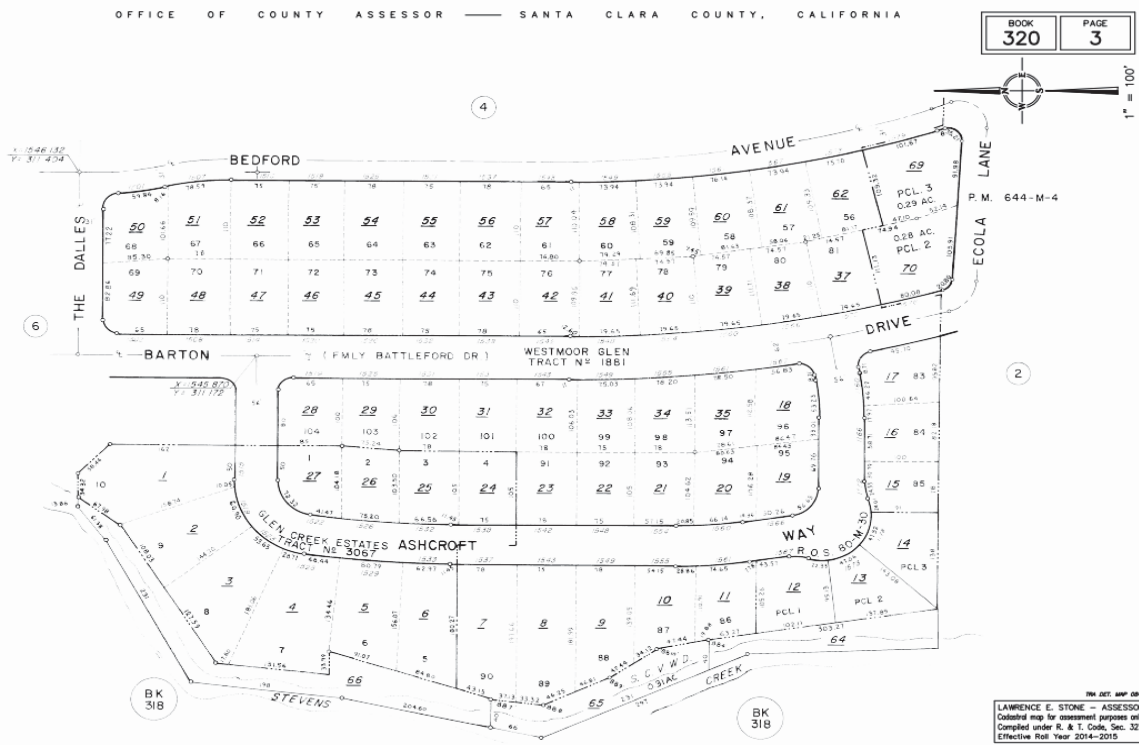


THE OFF. MAP #5
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THE OFF. MAP #5
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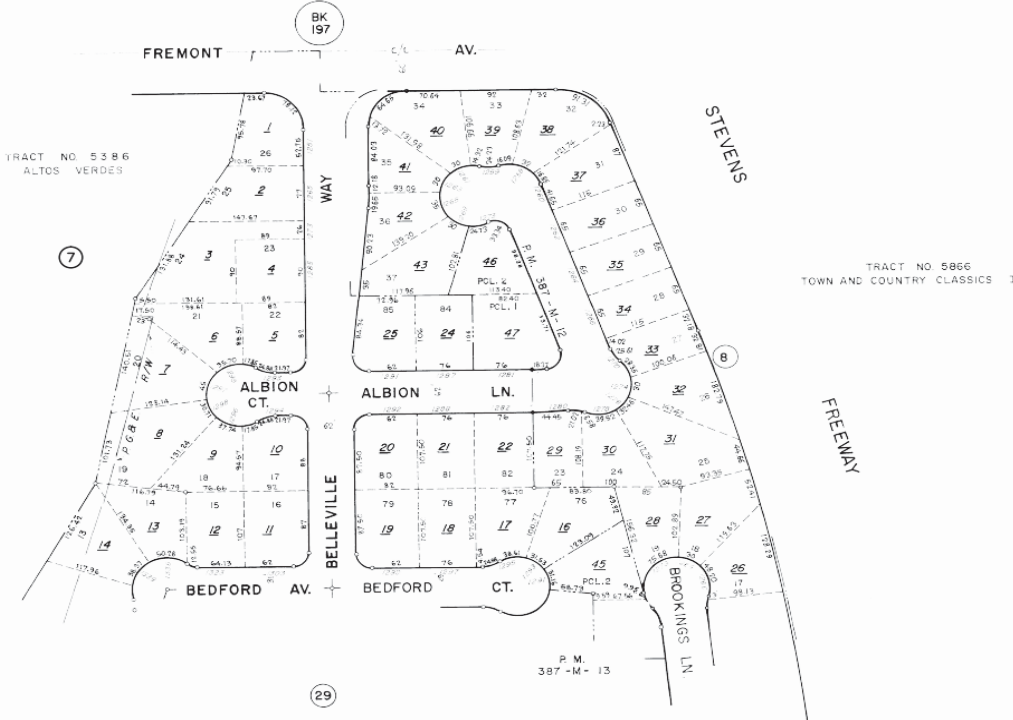




Supplemental Documents to Public Comments on the Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study

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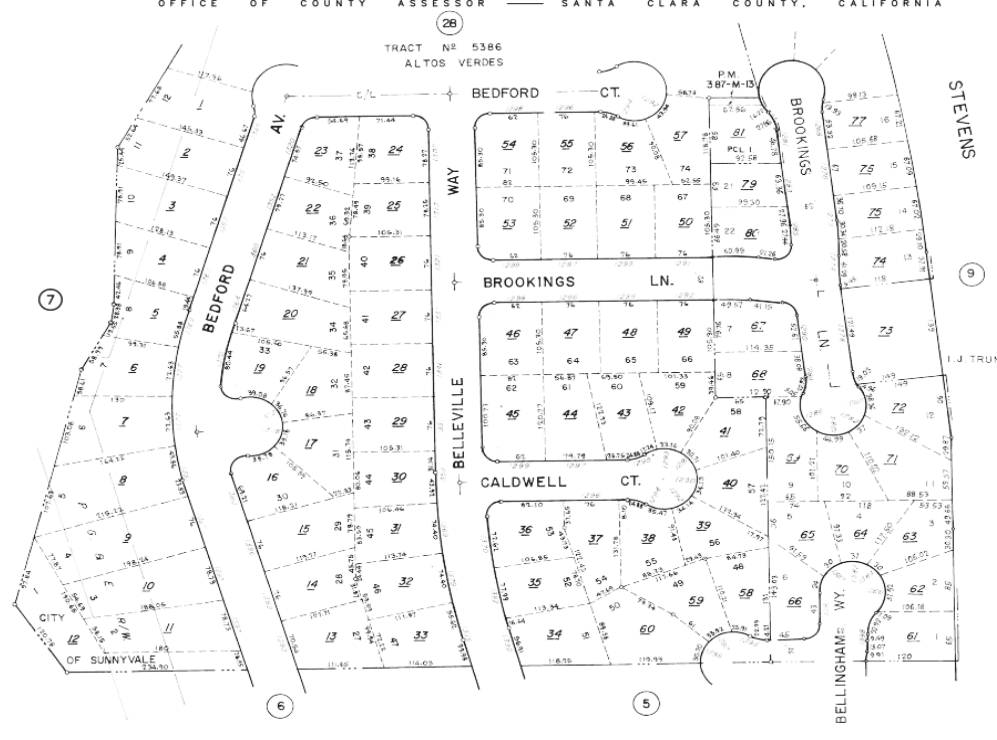
BOOK 320 PAGE 28



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Effective Roll Year 2014-2015

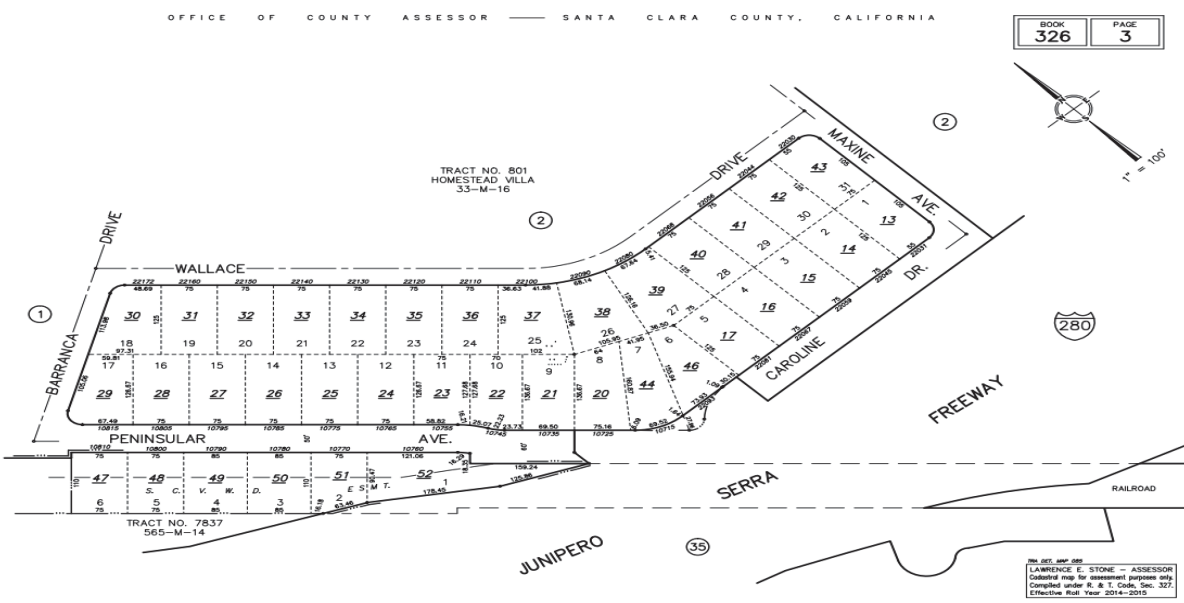
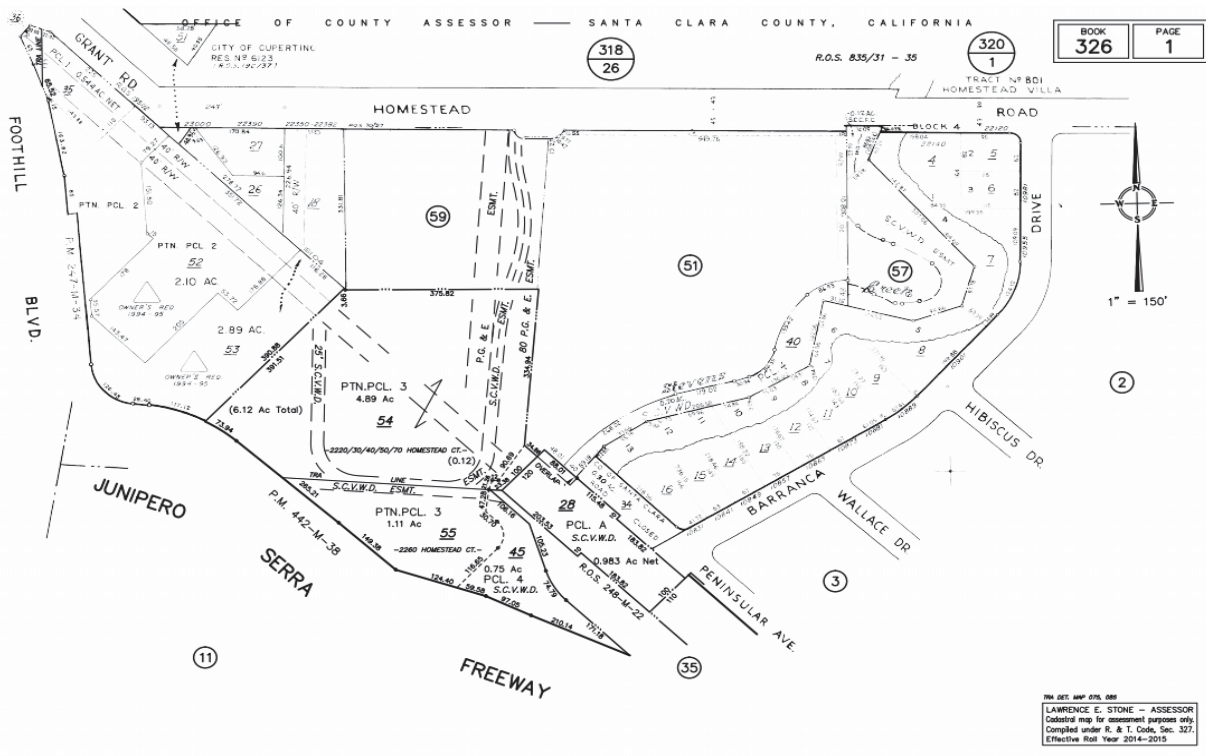
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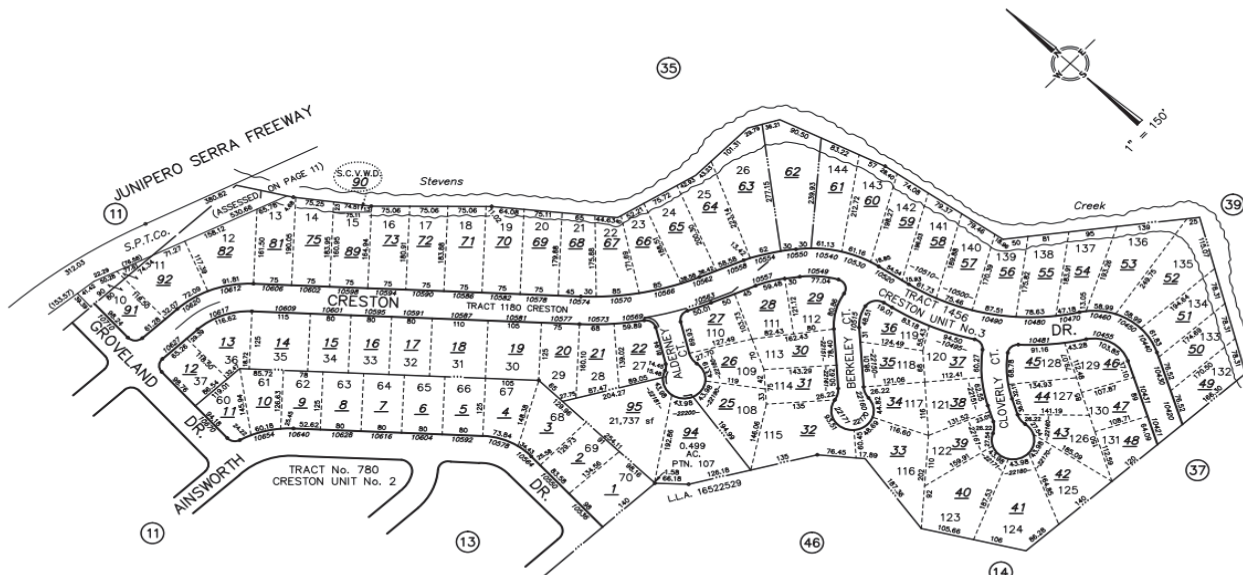
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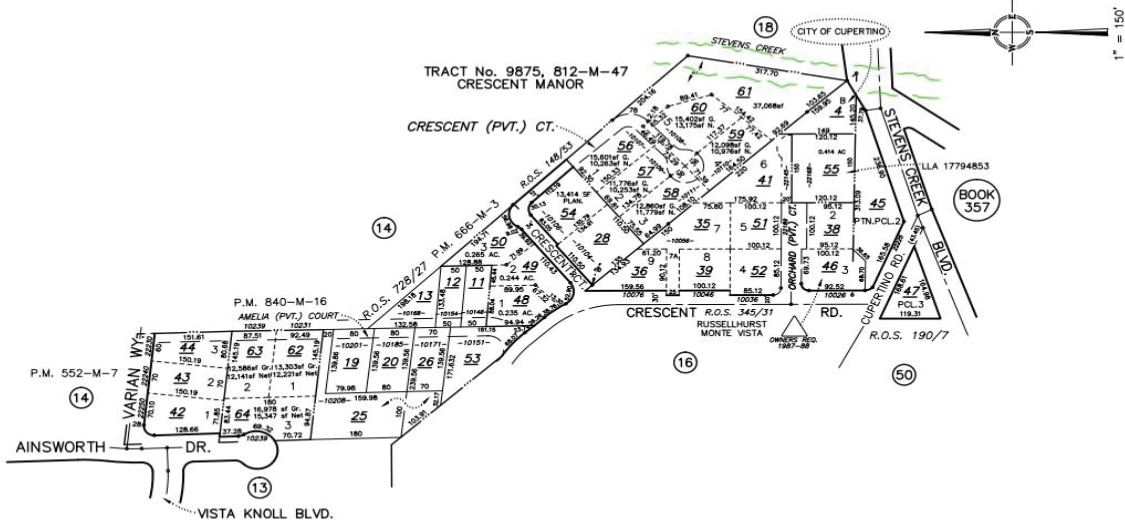
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Supplemental Documents to Public Comments on the Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study



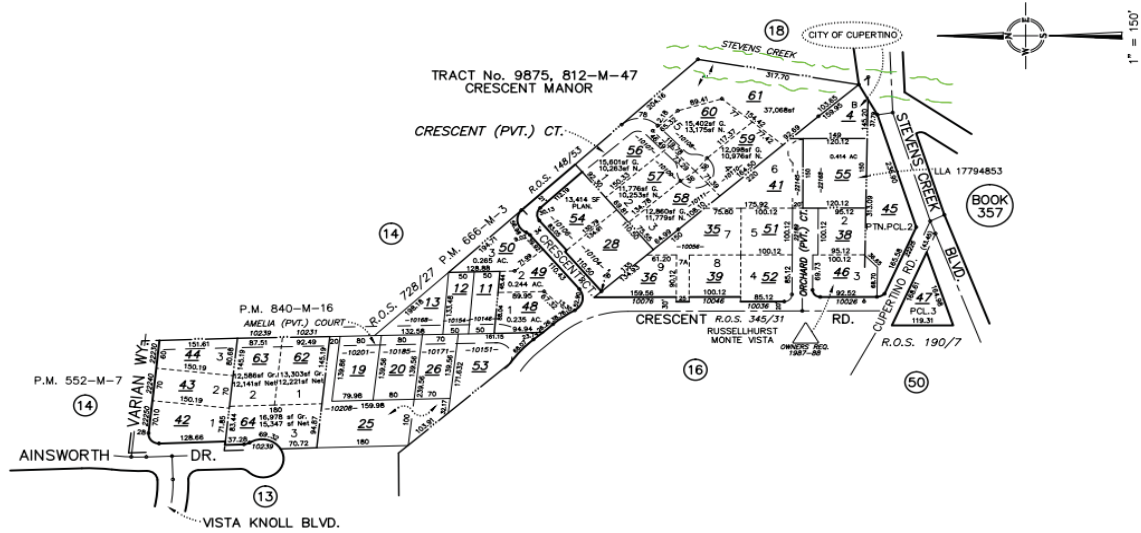


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Effective Roll Year 2014-2015

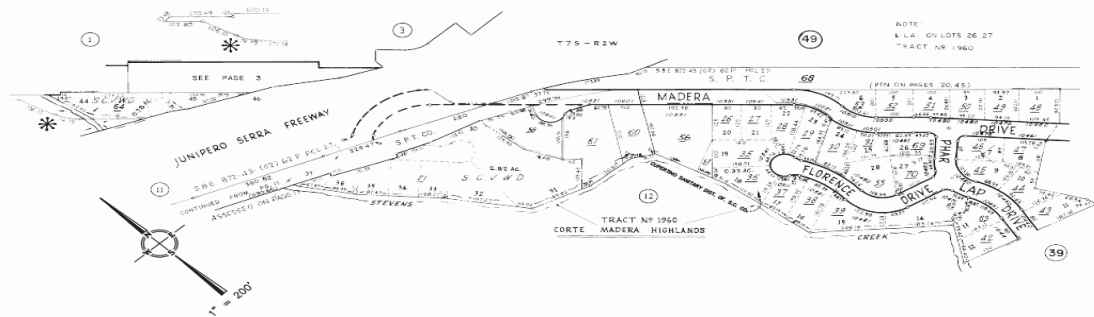


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Supplemental Documents to Public Comments on the Draft Four Cities Coordinated Stevens Creek Trail Feasibility Study



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Effective Roll Year 2014-2015

Supplement to Comment # 97

Name: Kathleen Cordova

Documents were submitted in separate attachment

20-May-15

18 pages

Supplement to Comment # 97

Name: Kathleen Cordova

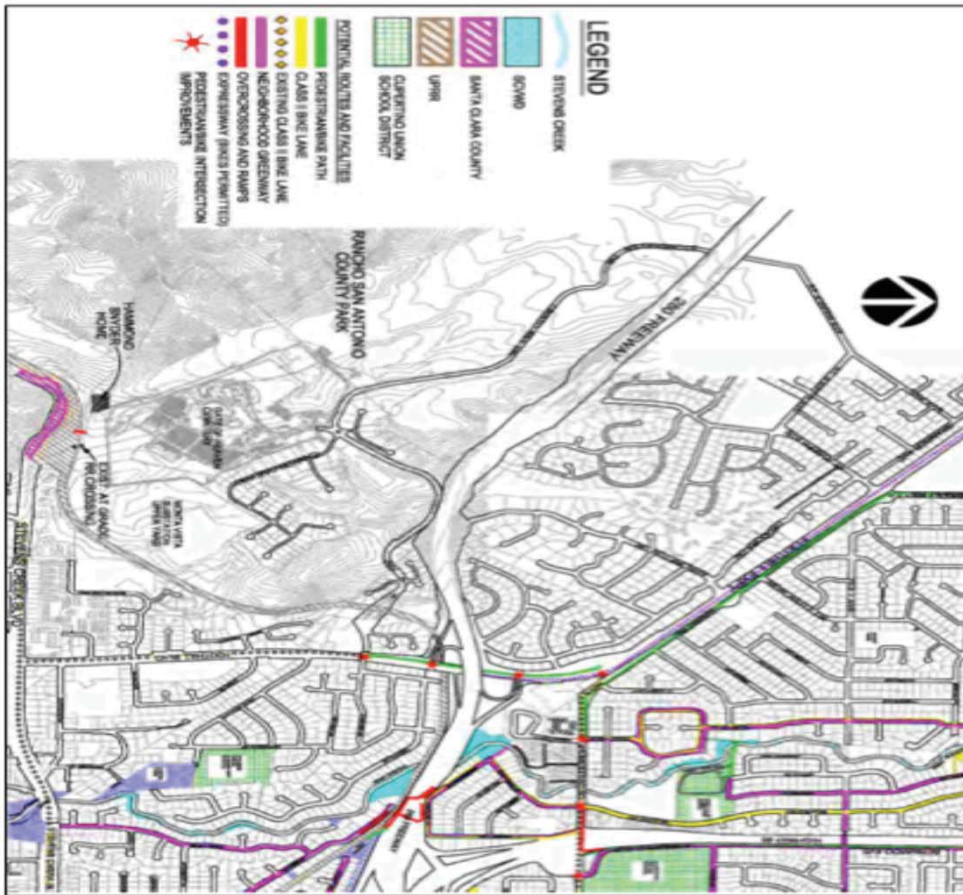


LARGE BUMPS

1.5 ft. additional width; \$15k-\$30k per lane-mile

PROTECTION LEVEL	+	+	+	+	+
INSTALLATION COST	\$	\$	\$	\$	\$
DURABILITY	👁️	👁️	👁️	👁️	👁️
AESTHETICS	👁️	👁️	👁️	👁️	👁️

Map 12 - Study Segment 4 Stevens Creek Roadward Connection to Rancho San Antonio County Park Alignment Map



Citizens for Responsible Trails: Response to Stevens Creek Trail Feasibility Study

*For Consideration by the Joint Cities Working Team, Elected Officials and Staff
of Cupertino, Los Altos, Mountain View and Sunnyvale*



Don Burnett Bicycle and Pedestrian Bridge

Citizens for Responsible Trails Steering Committee:

Kathleen Cordova, Chairperson

Marianne Cali

Bob Delaney

Michael Eiger

Steve Elich

Craig Hofstetter

Vikrant Kasarabada

Pete Metrulas

Tom & Pam LaPierre

Angela Huang

Rev. May 12, 2015

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[Fremont Avenue to Homestead Road](#)

[Table 2a: Fremont Avenue to Homestead Road - New Infrastructure](#)

[Table 2b: Fremont Avenue to Homestead Road - Existing Infrastructure](#)

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Executive Summary

Citizens for Responsible Trails is an advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails is an advocacy group that represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens.

CORE VALUES

Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values:

Fiscal Responsibility - The routes under consideration could potentially result in significant new public spending. *In aggregate, budget estimates for \$56,815,000 in construction projects are provided in the study, not including the cost to acquire required land, secure required easements. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. Finally, no estimates for ongoing maintenance are provided.* Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Utilize Existing Infrastructure - Whenever possible, public employees and elected officials should seek to incorporate existing infrastructure to accomplish the objectives of a public works program. Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration

Minimize New Impact - Any new route through an existing neighborhood, regardless of the merits of the route, will have an impact that will need to be studied and mitigated. Citizens for Responsible Trails takes the position that general public use trails should minimize impact on existing neighborhoods by utilizing existing, funded infrastructure whose impacts are well-understood.

ROUTE EVALUATION RESPONSES

This response evaluates the route segments identified in the feasibility study and determines to what extent the potential route segments are consistent with the core values identified above. This is discussed more fully in the "Route Evaluation Responses" section of this response.

RECOMMENDATIONS

Finally, Citizens for Responsible Trails makes the following recommendations regarding the Stevens Creek Trail Feasibility Study (discussed more fully in the "Recommendations" section of this response):

Breathe New Life Into Existing Infrastructure - Significant infrastructure already exists that can be used for the Stevens Creek Trail. In fact, today one can travel by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure. Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating existing infrastructure into the Stevens Creek Trail project.

Leverage Adjacent Opportunities - There are numerous adjacent opportunities like Santa Clara County's Expressway 2040 project and the Mary Avenue Street Space Allocation project that could be leveraged to increase the benefits to the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible.

Maximize Positive Externalities - In addition to the intrinsic benefit of the Stevens Creek Trail, Citizens for Responsible Trails believes that the trail could create significant positive externalities beyond recreational use. The trail could benefit students commuting to local schools and colleges, local businesses along the trail corridor and users of regional recreational facilities like Rancho San Antonio Park.

SUMMARY

The Stevens Creek Trail project has two finished segments. The first is located in Mountain View and outlets at the State Route 85 pedestrian overcrossing at Dale Avenue/Heatherstone Way. The second is located in Cupertino at Stevens Creek Boulevard adjacent to the Blackberry Farm Golf Course and connecting to Blackberry Farm Park and McClellan Ranch Preserve.

The feasibility study attempts to answer how four cities can coordinate actions to connect those two trail segments. Citizens for Responsible Trails advocates for the position that there is extensive existing infrastructure that can be used to complete the Stevens Creek Trail. The group believes that elected officials should resist the allure of "signature" public works projects that ultimately do not measure up to expectations or deliver a positive return to taxpayers for their investment.

Instead, Citizens for Responsible Trails urges elected officials to follow an incremental approach that leverages existing infrastructure, enhances the trail and bicycle facilities for a variety of users, and delivers on the promise of efficient and cost-effective local government.

Route Evaluation Responses

The Stevens Creek Feasibility Study breaks the study area into four primary segments:

1. Dale Avenue/Heatherstone Way to Fremont Avenue
2. Fremont Avenue to Homestead Road
3. Homestead Road to Stevens Creek Blvd.
4. Connections to Rancho San Antonio Park

The study evaluated these segments to determine whether and to what extent bicycle infrastructure already exists in a variety of potential routes between segments. The study also determined where new infrastructure would be technically feasible in places where bicycle infrastructure either does not exist or could be enhanced. Finally, the study provides preliminary budget estimates for potential new bicycle infrastructure.




It is important to note that many of these new infrastructure projects require land to be acquired and/or easements to be granted by public and private landholders for the new infrastructure to be feasible. The feasibility study does not include the cost of land acquisition and/or granting of easements in its budget estimates. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. The study also does not include the cost of ongoing maintenance of trail facilities including utilities, infrastructure replacement, security, graffiti abatement and other operational costs.

Route Evaluation Criteria

The routes evaluated in the report are summarized in the sections below for each of the study segments. Each segment of the route is evaluated by Citizens for Responsible Trails using three criteria that reflect the group's core values:

1. Fiscal Responsibility
2. Utilize Existing Infrastructure
3. Minimize New Impact

The routes are evaluated as follows:

Symbol	Description
	Route segments that are inconsistent with the group's values are designated with a red circle.
	Segments that have elements that are consistent with the group's values and others that are inconsistent with the group's values are designated with a yellow circle.
	Segments that are consistent with the group's values are designated with a green circle.

Finally, if new infrastructure is proposed and budget estimates are provided, the proposal is evaluated using the criteria above with specific emphasis on fiscal responsibility.







Dale Avenue/Heatherstone Way to Fremont Avenue

The segment that connects trail infrastructure in Mountain View to Fremont Avenue in Sunnyvale is evaluated below. While there is extensive existing infrastructure in this study segment, there is a proposal for significant new infrastructure to be built at Permanente Creek adjacent to State Route 85.

This infrastructure would involve either an underpass or a pedestrian overcrossing (i.e., bridge). Option 1 would construct an underpass and would result in new spending of \$16,670,000.¹ Option 2 would construct an overcrossing and would result in new spending of \$11,000,000.²

These proposals for new infrastructure are evaluated as follows:

Table 1a: Dale Avenue/Heatherstone Way to Fremont Avenue - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize Neighborhood Impact
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue Budget Estimate: \$16,670,000			
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing Budget Estimate: \$11,000,000			






































¹ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86

² Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86

Comment #97 (continued)

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main artery in this section of the trail is Mary Avenue. The streets that feed into Mary Avenue mostly have existing bike lanes. Furthermore, the Mary Avenue route would leverage the Mary Ave Street Space Allocation Project that is bringing traffic-calming and bicycle enhancements to Mary Avenue as part of a separate project.

Table 1b: Dale Ave/Heatherstone Way to Fremont Avenue - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Heatherstone Way	Undesignated			
Knickerbocker Drive	Existing Bike Lanes			
Mockingbird Lane	Undesignated			
Remington Drive	Existing Bike Lanes			
Bernardo Ave (Heatherstone to Remington)	Existing Bike Lanes			
Bernardo Ave (Remington to Fremont)	Bike lanes require removal of one side of on-street parking			
Mary Avenue	Undesignated; Bike lanes approved with Mary Ave Street Space Allocation Project			
Diericx Drive	Undesignated			
Franklin Ave	Undesignated			
Bryant Ave	Existing Bike Lanes			
Truman Ave	Undesignated			
Fremont Ave (State 85 to Fallen Leaf)	Existing Bike Lanes			
Fremont Ave (Fallen Leaf to Grant Road)	Existing Bike Lanes			

Comment #97 (continued)










Fremont Avenue to Homestead Road

The segment that stretches from Fremont Avenue to Homestead Road is evaluated below. While there is extensive existing infrastructure in this study segment, there are two separate proposals for new infrastructure along Bernardo Avenue and another one at the bridge that spans State Route 85 at Homestead Road.

The new infrastructure along Bernardo Avenue would result in new spending of \$3,925,000.³ The options to cross Fremont Ave and connect with the Bernardo Ave Path cost either \$11,000,000 or \$16,670,000 depending on which option is chosen. Moreover, the enhancements to the overcrossing at Homestead Road would result in new spending of \$2,450,000.⁴ As the Bernardo Avenue path relies on the enhancements to the connection on Fremont Ave and the overcrossing at Homestead Road as envisioned in the study, the true cost of the Bernardo Avenue Path is really either \$17,375,000 or \$23,045,000 depending on which option for crossing Fremont Ave is chosen

These proposals for new infrastructure are evaluated as follows:

Table 2a: Fremont Avenue to Homestead Road - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Avenue Path Budget Estimate: \$3,925,000			
State Route 85 Crossing at Homestead Road Budget Estimate: \$2,450,000			
Bernardo Avenue Path + Route 85 Crossing at Homestead Road (True Cost of Bernardo Ave Path) Budget Estimate: \$6,375,000			

³ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 87

⁴ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 88

Comment #97 (continued)

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Mary Avenue and Homestead Road. Both of these main arteries have extensive bicycle infrastructure. The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.⁵

The Homestead Road route benefits both from existing bicycle lanes and the separated pedestrian/bike path on a segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange. This path is well-travelled by students on bicycles who commute from their homes in Cupertino, Los Altos and Sunnyvale to West Valley Elementary, Cupertino Middle School and Homestead High School. As such, enhancements to the bicycle infrastructure on Homestead would benefit these students in addition to bicyclists travelling to the Don Burnett Bicycle and Pedestrian Bridge and the Foothill Expressway/Boulevard corridor.

Table 2b: Fremont Avenue to Homestead Road - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Ave	Undesignated; Requires 1 way street, removal of parking or neighborhood greenway	●	●	●
Belleville Way	Undesignated	●	●	●
Bedford Ave	Undesignated	●	●	●
Fallen Leaf Lane	Undesignated	●	●	●
Louise Lane	Undesignated	●	●	●
Newcastle Drive	Undesignated	●	●	●
Mary Ave	Existing Bike Lanes	●	●	●
Homestead Road	Existing Bike Lanes and Pedestrian/Bike Path	●	●	●

⁵ "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

Homestead Road to Stevens Creek Boulevard

The segment that stretches from Homestead Road to Stevens Creek Boulevard is evaluated below. While there is significant existing infrastructure in this study segment, there are two separate proposals for new infrastructure. The first proposal would improve and enhance the section of Foothill Expressway/Boulevard from Grant Road to Cristo Rey that would result in new spending of \$4,300,000.⁶

The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.⁷ This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange.







These assets include the Lucky grocery store on Grant Road that serves as a park and ride lot for bicycle enthusiasts, Undiscovered Country, a bicycle tour company on Grant Road, and Chain Reaction, a popular bicycle shop on Homestead Road. Finally, this route could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

This route could also be enhanced by Santa Clara County's Expressways 2040 project that is charged with enhancing bicycle safety on all expressways in Santa Clara County. Finally, this route benefits both from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

The second proposal would be the construction of a second pedestrian overcrossing over Interstate 280 approximately a half mile from the Don Burnett Bicycle and Pedestrian Bridge. This new bridge would result in new spending of \$15,615,000.⁸

These proposals for new infrastructure are evaluated as follows:

Table 3a: Homestead Road to Stevens Creek Boulevard - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road/Vineyard Drive to Cristo Rey Drive Budget Estimate: \$4,300,000			
Interstate 280 Pedestrian Overcrossing to Somerset Park Budget Estimate: \$15,615,000			

⁶ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89

⁷ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

⁸ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

Comment #97 (continued)

Citizens for Responsible Trails - Stevens Creek Trail Feasibility Study Response

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Grant Road, Foothill Expressway/Boulevard and Mary Avenue. All three of these main arteries have extensive bicycle infrastructure.

As noted previously, the Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.⁹ The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.¹⁰

Table 3b: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road (Fremont to Foothill Exp)	Existing Bike Lanes	●	●	●
Grant Road (Foothill Exp. to Homestead)	Existing Bike Route	●	●	●
Foothill Exp. (Grant Road to Foothill Blvd)	2 Foot "Delineate but not Designate" Shoulder	●	●	●
Foothill Blvd. (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes	●	●	●
Mary Ave (Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd)	Existing Bike Lanes	●	●	●
Stevens Creek Blvd. (Stonebridge to Foothill Blvd to Stevens Creek Trail to Mary Ave)	Existing Bike Lanes	●	●	●

⁹ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

¹⁰ "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

Comment #97 (continued)

Citizens for Responsible Trails - Stevens Creek Trail Feasibility Study Response

The table below evaluates the existing infrastructure that exists in this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (i.e., bridge) spanning Interstate 280. This new bridge would result in new spending of \$15,615,000.¹¹ Two bridge options are proposed in the study but only one budget estimate is provided.

The following streets are located in the Homestead Villa subdivision: Barranca Drive, Peninsular Ave, Caroline Drive and Maxine Avenue. In 2007, the Cupertino City Council passed a resolution that re-affirmed this sub-division's status as "semi-rural."¹²

The practical result of this designation is that streetlights and sidewalks are not allowed in this subdivision. In addition to the safety concerns this designation implies for the trail, the study indicates that this route would require removal of one side of on-street parking and possible introduction of greenbelt facilities. This would demonstrably alter the semi-rural character of the neighborhood and would violate the intent of the 2007 resolution to maintain the character of the neighborhood.

Moreover, the Caroline Drive/Peninsular Avenue transition involves a blind corner and a narrower street width of 23 feet as compared with 33 feet or more in other sections of these roadways. The reason for this is that an entire block of this subdivision was eliminated using eminent domain to build the State Route 85/Interstate 280 interchange. Aside from the upheaval this neighborhood experienced based on that prior eminent domain action, this narrowing of the roadway introduces unnecessary safety and congestion concerns to this segment which is precisely where the landings for both of the proposed pedestrian overcrossings is located.

Table 3c: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Barranca Drive	Undesignated; requires removal of one side of on-street parking	●	●	●
Peninsular Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Caroline Drive	Undesignated; requires removal of one side of on-street parking	●	●	●
Maxine Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
New Pedestrian Overcrossing Spanning Interstate 280	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●

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

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

Comment #97 (continued)

The table below continues the evaluation of the existing infrastructure that exists in the south section of this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (bridge) spanning Interstate 280. This new bridge would result in new spending of \$15,615,000.¹³ Two bridge options are proposed in the study but only one budget estimate is provided..

Option 1 (Madera Drive - to either Mann Drive or Phar Lap Drive): The proposed 280 bridge's landing site on Madera appears problematic due to Madera's close proximity to the UPRR rail bed, plus the large vertical transition required to descend from the necessary rail bed crossing height to street grade. Additionally, the full lengths of both Madera and Mann are designated as "semi-rural" with limited street lighting and no sidewalks. Creation of a greenway along those streets would alter the existing semi-rural character of the entire neighborhood.

Option 2 (Somerset Park - Stokes Avenue - Dempster Avenue - Peninsula Avenue): As the only vehicle access route for the entire neighborhood, Peninsula does experience periods of substantial traffic volume. This option also necessitates either the removal of one side of on-street parking along Peninsula, or a "neighborhood greenway" designation.

Table 3d: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
New Pedestrian Overcrossing Spanning Interstate 280	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●
Stokes Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Dempster Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Peninsula Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Phar Lap	Undesignated	●	●	●
Madera Drive	Undesignated	●	●	●
Mann Drive	Undesignated	●	●	●

¹³ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90




Connections to Rancho San Antonio Park

The segment that stretches from Stevens Creek Boulevard to the Hammond-Snyder Loop trail in Rancho San Antonio Park is evaluated below. While there is significant existing infrastructure in this study segment leading up to this area, there is a proposal that would result in new spending of \$2,855,000.¹⁴

These funds would be used primarily to construct new parking, restroom facilities and trail infrastructure to connect Stevens Creek Boulevard to the Hammond-Snyder Loop trail. As Rancho San Antonio Park and Open Space Preserve is the second most heavily visited regional park and open space preserve¹⁵, this new staging area would provide additional congestion relief to the park and make this access point available to users of the Stevens Creek Trail.










This site is also in close proximity to Blackberry Farm Park and McClellan Ranch Preserve which can be accessed from the finished Stevens Creek Trail located on Stevens Creek Boulevard just south of this location, thus creating linkage between three regional parks and preserves.

Table 4a: Connections to Rancho San Antonio Park - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Staging Area and Trail Access to Rancho San Antonio Park and Open Space Preserve Budget Estimate: \$2,855,000			

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail all benefit from existing bike lanes.

Table 4b: Connections to Rancho San Antonio Park - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Foothill Blvd (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Blackberry Farm Golf Course to Foothill Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Foothill Blvd to Hammond Snyder Loop Trailhead)	Existing Bike Lanes			

¹⁴ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89

¹⁵ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 71

Recommendations

While Citizens for Responsible Trails has not endorsed a specific route for the trail, the analysis in this response indicates that there are multiple routes that are both feasible and consistent with the group's core values of fiscal responsibility, utilize existing infrastructure and minimize new impact. Citizens for Responsible Trails makes the following additional recommendations regarding the Stevens Creek Trail Feasibility Study.

Breathe New Life Into Existing Infrastructure

Significant infrastructure already exists throughout the study area that can be used for the Stevens Creek Trail. In fact, one can travel today by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure.

Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating that existing infrastructure into the Stevens Creek Trail project.

The routes under consideration in the feasibility study could result in significant new public spending. Table 5 summarizes the budget estimates for new infrastructure projects identified in the study. Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Table 5: Summary of Potential New Infrastructure Projects

New Infrastructure Proposals	Budget Estimates
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue	\$16,670,000
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing	\$11,000,000
Bernardo Avenue Path	\$3,925,000
State Route 85 Crossing at Homestead Road	\$2,450,000
Grant Road/Vineyard Drive to Cristo Rey Drive	\$4,300,000
Interstate 280 Pedestrian Overcrossing to Somerset Park	\$15,615,000
Staging Area and Trail Access to Rancho San Antonio Park & Open Space Preserve	\$2,855,000
Aggregate Budget Estimates for Potential New Infrastructure Projects Note: Budget estimates do not include the acquisition cost of required land and/or easements or estimates for ongoing maintenance and replacement	\$56,815,000

Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration.

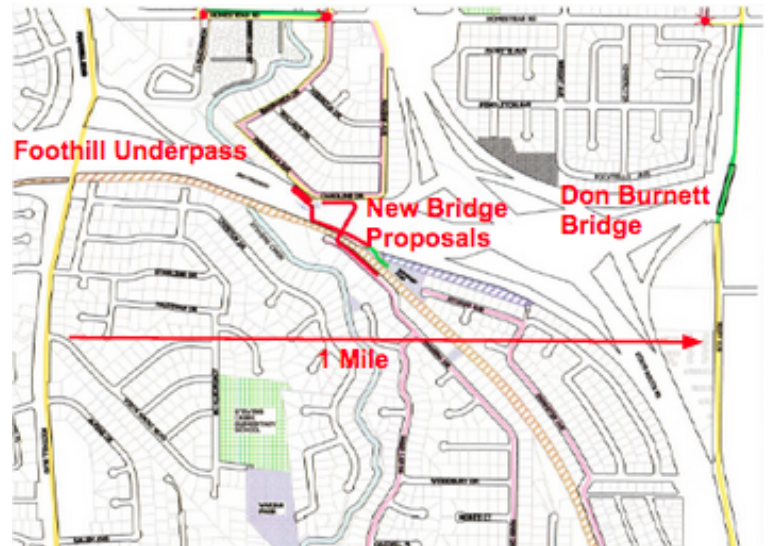
While there are challenges in other locations, the central question that elected officials must answer is how the trail will traverse Interstate 280. This is a key concern and the resolution of this question impacts the routes that are chosen that lead up to the Interstate 280 crossing. Two options identified in the feasibility

Comment #97 (continued)

Citizens for Responsible Trails - Stevens Creek Trail Feasibility Study Response

study corridor currently exist. The first option is the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.¹⁶

This span was promoted as the key link in completing the Stevens Creek Trail when it was dedicated with much fanfare in 2009. Six years into its existence, this lightly-used bridge serves as a striking example of the pitfalls of overly-optimistic user projections and “signature” projects. Citizens for Responsible Trails believes this award-winning bridge can still become the jewel of the Stevens Creek Trail as its supporters, including former Cupertino mayor Don Burnett, had envisioned. Citizens for Responsible Trails is confident that if the Stevens Creek Trail incorporates the Don Burnett Bicycle and Pedestrian Bridge, this striking structure would assume its rightful place as a regional treasure.



The second option for crossing Interstate 280 is located at Foothill Expressway/Boulevard near Rancho San Antonio Park. The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.¹⁷ This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. This route also benefit from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange (Lucky Bicycle Park and Ride, Undiscovered Country Bike Tours and Chain Reaction Bike Shop). This route could also be enhanced by Santa Clara County’s Expressways 2040 and could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

The idea of building a third crossing of Interstate 280 at a cost of more than \$15 million within half a mile of both the Don Burnett Bicycle and Pedestrian Bridge and Foothill Expressway/Boulevard is at best wasteful, and, at worst, willfully irresponsible with taxpayer funds.

Citizens for Responsible Trails advocates for utilizing and enhancing existing infrastructure and rejects calls to build expensive, duplicative infrastructure to solve the issue of crossing Interstate 280. Citizens for Responsible Trails calls on elected officials to utilize and enhance existing infrastructure on either side of Interstate 280 leading up to these existing solutions for crossing Interstate 280.

¹⁶ “Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge,” SJ Mercury News, Sep. 21, 2011

¹⁷ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

Leverage Adjacent Opportunities

There are numerous adjacent opportunities that could be leveraged to achieve cost savings and to increase the public benefits of the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible. These initiatives include:

Sunnyvale Mary Avenue Street Space Allocation

This project evaluates ways to better accommodate cars, bicycles, pedestrians and public transit along Mary Avenue between Fremont and Maude avenues. These improvements to this route segment make it more desirable as an option for the Stevens Creek Trail.

Cupertino Bicycle Transportation Plan

The City of Cupertino has a city-wide bicycle transportation plan that was adopted in 2011.¹⁸ The plan calls for a variety of bicycle infrastructure improvements that the Stevens Creek Trail could leverage including *Bike Route #4: Bike Lanes on Mary Ave from Homestead Rd to Stevens Creek Blvd. Existing Bicycle Friendly Features: Bicycle / Pedestrian Bridge over I-280 to connect Mary Avenue in Cupertino with Mary Avenue in Sunnyvale. Continue from Mary Avenue Bike Lane, a Bike Route on the peripheral roadway through De Anza College campus to McClellan.*

Union Pacific Railroad Trail Plan

The proposed Union Pacific Railroad Trail follows the Union Pacific train tracks from Cupertino's Stevens Creek Boulevard south to Los Gatos' Winchester Boulevard. The level trail will stretch nine miles and connect neighborhoods, parks, two community colleges, and several business centers. It also connects the Los Gatos Creek Trail at one end to the Stevens Creek Trail at the other.

Los Altos Bicycle Transportation Plan

The City of Los Altos also has a city-wide bicycle transportation plan that was adopted in 2012.¹⁹ The update to the Los Altos Bicycle Transportation Plan presents strategies to improve bicycling conditions and increase bicycling rates in Los Altos. Los Altos, in its Bicycle Transportation Plan, selected a preferred Stevens Creek Trail alignment that extended through the creek corridor and parallel to Fremont Avenue and Grant Road. The route jogs west on Fremont Avenue and then extends south and southeast on Grant Road for approximately two miles to connect to Foothill Expressway at Homestead Road/Vineyard Drive.²⁰

Santa Clara County's Expressway Plan 2040

This initiative is being managed by the County of Santa Clara Roads and Airports Department and it includes improvements to all of the county's expressways including Foothill Expressway²¹. The plan calls for bicycle improvements that enhance the safety of bicyclists at all signalized intersections and cross-streets on the expressway. Capital investments made to improve traffic flows and bicycle safety in the study area could be leveraged to advance the objectives of the Stevens Creek Trail project.

Extensive Use of Foothill Corridor for Bicycling

It is common knowledge that the Foothill Boulevard/Expressway corridor is used extensively by bicyclists. It is readily apparent that a large group of bicyclists in the area already enjoys utilizing the Foothill corridor for

¹⁸ City of Cupertino Bicycle Transportation Plan, Cupertino Bicycle Pedestrian Commission, Adopted May 3, 2011

¹⁹ City of Los Altos Bicycle Transportation Plan, Adopted April 10, 2012

²⁰ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

²¹ Expressway Plan 2040, County of Santa Clara Roads and Airports Department, expressways.info

commuting and recreation. This group of cyclists would be obvious users of the Stevens Creek Trail and they would make excellent ambassadors for newer cyclists. It also stands to reason that the presence of more bicyclists in aggregate would make this corridor safer for incremental users of this corridor.

Maximize Positive Externalities

In addition to the intrinsic benefit of the Stevens Creek Trail for people using the Stevens Creek Trail for its own sake, Citizens for Responsible Trails believes that the trail could create significant positive externalities for many different constituencies. The group encourages elected officials to look beyond isolated use of the trail to identify positive externalities that could result from a trail route that factors in the following:

Students commuting to local schools and colleges

The Mary Avenue corridor would benefit students commuting to Homestead High School and De Anza College. The Fremont and Grant Road corridors would benefit students commuting to Montclair Elementary. The Homestead corridor would benefit students commuting to West Valley Elementary, Cupertino Middle School and Homestead High School and De Anza College.

Workers commuting to their jobs

The Foothill and Mary Avenue corridors both lead to major employment centers in various Silicon Valley locations. If the Stevens Creek Trail utilized those corridors, commuters using the trail on the weekends might be more apt to use the trail for commuting during the week.

Shoppers bicycling to local businesses

Citizens for Responsible Trails believes that elected officials have a role in encouraging citizens to frequent local businesses on foot or by bicycle to reduce traffic congestion, combat climate change and promote healthy lifestyles. The Mary Avenue corridor passes several pockets of local businesses. These include the businesses at Mary and Fremont in Sunnyvale. Further along Mary Avenue in Cupertino there are businesses and a weekly Farmer's Market at the Oaks Shopping Center. Finally, there is another grouping of businesses on Stevens Creek Boulevard in Cupertino across from the main U.S. Post Office. On the Homestead, Grant and Foothill corridors, bicyclists would pass the Foothill Crossings shopping center. Lastly, two bicyclist-oriented businesses are located in this area (Undiscovered Country and Chain Reaction) providing further support to bicyclists using the trail.

Visitors bicycling to regional parks

Utilizing the Fremont, Grant, Homestead and Foothill corridors for the trail would improve bicycle access to Rancho San Antonio Park and Open Space Preserve, a heavily-used facility that is accessed mostly by car currently. The Stevens Creek Boulevard corridor would also improve access to Blackberry Farm Park and McClellan Ranch Preserve.

About Citizens for Responsible Trails

Citizens for Responsible Trails is a neighborhood advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens. Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values: Fiscal Responsibility, Utilize Existing Infrastructure and Minimize Impact on Neighborhoods. More information available at: <http://4citiesresponsibletrails.blogspot.com/>

Supplement to Comment # 101

Name: Patrick Grant

Documents were submitted in separate attachment

21-May-15

200 pages

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

There are several serious omissions and errors in the **Draft Stevens Creek Feasibility Study Report** that need to be corrected concerning the I-280 crossing options. Also, misinformation concerning the trail effort is widely circulating through neighborhood blogs. Following are corrections and comments on the omissions, errors, and misinformation, organized into four sections plus an appendix.

Section 1. Covers use of Stevens Creek Blvd east toward Mary as a trail route vs Foothill as presented in Appendix B. Page 10 totally contradicts recommendations of the standard industry Federal Highway Administration Bicycle Compatibility Index and safety recommendations. Furthermore, Foothill has options that enable it to become a Class 1 trail, whereas routes on Stevens Creek Blvd towards and crossing Hwy 85 do not. The latter is so bad that designating it suitable for youth and other less experienced cyclists as a trail route clearly falls under California section 835 precedent liability, especially when so many other safer more appropriate routes exist.

Section 2. Covers a totally new concept not previously explored to enable a class 1 trail along Foothill crossing under I-280 from Homestead to Starling Drive. This route overcomes issues with previous designs discussed in the I-280 exit crossing study by incorporating a loop to gain elevation and a crossing bridge very similar to the existing Stevens Creek Trail at the Hwy 237/Hwy 85 interchange. Illustrations and simulated bridge view are included.

Section 3. Covers use of the upper dry tunnel of Steven Creek under I-280 which was dismissed early in the study primarily due to Caltrans lack of support at that time. Fortunately, through other projects I have had for years a working relationship with Caltrans and recently discovered they have had considerable changes in policy and personnel. Caltrans now considers such a route worth reexamining. Also, a new public land route accessing both ends of this tunnel has been uncovered and is illustrated.

Section 4 covers concerns fueled by misinformation expressed on neighborhood blogs against the possibility of a trail on any section, and even the study itself.

4.1 Covers trail usage and percent of residents that actually would use a trail of access to open space park area.

4.2 Covers effect of trail has on land values and crime and video of possible trail route

4.3 Documents freeway widening construction costs to put costs in plan in perspective.

Appendices

I have previously written a series of emails on each of these separate topics, hoping each topic would more clearly stand alone. However, I am writing this one large document because of feedback requesting that all the topics be combined in one PDF with supporting documentation. This task is daunting and I wish there was another way to add the previously published reports that are several hundred pages in length. They will be in the appendices or online as appropriate.

Patrick Grant, Sunnyvale, Ca

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Section 1

Appendix B page 10 entries conflict with the only nationally accepted metric for choosing appropriate bike routes in the Draft Stevens Creek Feasibility Study Report. The report has serious errors in evaluations of Stevens Creek Blvd in commercial zones that must be corrected. In choosing and evaluating bike routes, Federal Highway Administration created the *Bicycle Compatibility Index*. (BCI). <http://safety.fhwa.dot.gov/tools/docs/bci.pdf>

As the only widely used nationally accepted transportation metric (BCI) gives existing Stevens Creek Blvd failing level E/F grades (4.5 to 5.3) and Foothill a marginal poor C grade (2.5). BCI sets lower limits for adult novice cyclists as level C. The report sections quoted below are totally backwards from BCI metrics and will mislead decision makers to choose the most dangerous route possible.

The reasons are Stevens Creek Blvd has double traffic, street parking in commercial area, higher peak truck traffic, and much higher curb activity. Scores were derived from **Draft Stevens Creek Feasibility Study Report** and online Google earth dimensions, and city of Cupertino documents according to procedures in <http://safety.fhwa.dot.gov/tools/docs/bci.pdf>.

Note for "Arterial Streets Route – Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd" states:

"Must navigate high volume and speed traffic on Foothill Expressway entering and exiting I-280 and traverse hill to the west on Stevens Creek Blvd. to trail. Expressway has incomplete pedestrian facilities. Roadways are truck routes." Report CORRECTLY states: "INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities."

For "Arterial Streets Route – Mary to Stevens Creek Blvd."

"Must pass DeAnza College, navigate traffic entering and exiting SR85 and traverse hill to the east on Stevens Creek Blvd. to reach trail connection. Route is a long distance for the Stevens Creek Trail. Stevens Creek Blvd. is a truck route." REPORT INCORRECTLY States "FEASIBLE: Traffic Study for Intersection Improvements."

Appendix line by line BCI scoring for Stevens Creek Blvd and Foothill.

Stevens Creek Blvd. totals 5. Rating is F. Note these are old traffic numbers; current and future numbers with heavier traffic will be worse. Numbers near the Post Office using Cupertino city traffic study numbers (see page 15 of study for traffic numbers near the Post Office) measured 85% percentile speed in Appendix 1. See sections of BCI manual in Appendix 2 to understand terms and equation and suitability score and instructions on calculating.

Foothill total BCI is 2.5 rating is C- but note this section can be made into trails that connect to local streets, making it an excellent BCI score A. Trails are immune to motor vehicle traffic increase degrading level of service. Below is BCI components:

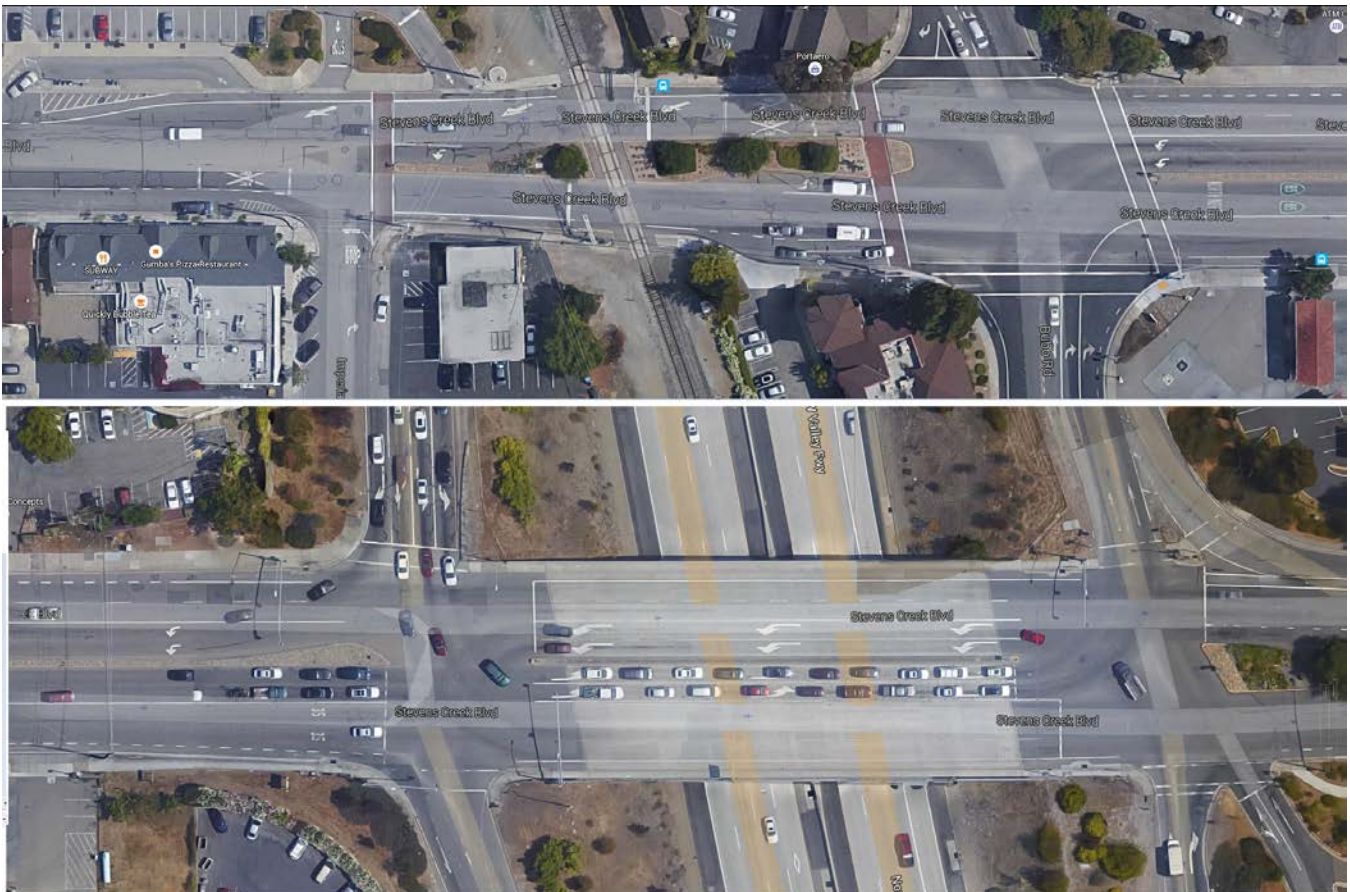
	Stevens.	Foothill	PKG.	+0.506.	Zero
BL.	-0.966.	-0.966	AREA.	Zero.	-0.264
BLW	-0.738.	-0.738	fT.	+0.4.	+0.2
CLW.	-1.992.	-1.992	fR.	+0.1.	Zero
CLV/OLV.	+1.74	+1.056	fP.	+0.5	Zero
SPD.	+1.594.	+1.558			

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

I call your attention to appendix B page 10. Using accepted standards called out in the report or used as objective engineering criteria of route suitability (FHWA, LAB), the table on I-280 to Stevens Creek Blvd has correctly identified use of Foothill Expressway unimproved (but with existing bike lanes) as "INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities."

Meanwhile, Mary to Stevens Creek Blvd., a larger busier faster street with many more conflicts and distractions, much higher traffic, and a Hwy 85 interchange, giving it a several times worse engineering score using Bicycle Compatibility Index (BCI), was stated as "FEASIBLE".

The Mary to Stevens Creek route to Blackberry Park should be likewise noted as "Highly undesirable. Does not provide a ped/bike experience appropriate for all trail user abilities."



Stevens Creek Blvd Near Highway 85 has a very bad Federal Highway Administration Bicycle Compatibility Score (unacceptable F score) due to complexities of adjacent commercial businesses in a high traffic density environment

The cities cannot allow encouraging youth and other riders ill equipped to follow such an unacceptable route as Stevens Creek Blvd. with other workable alternates clearly available. Doing so may open cities to future litigation and liability under the ruling of *Bonano v. Contra Costa County*, section 835.4: "the reasonableness of a public entity's creation or maintenance of a dangerous condition of its property must be balanced against the costs and benefits of alternative means of providing the public service, not against the alternative of discontinuing the public service."

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Section 2

New concept previously not explored to enable a class 1 trail along Foothill, crossing under 280 from Homestead to Starling Drive.

Foothill Loop and Bridge is an entirely new concept not considered before for Stevens Creek Trail. It crosses I-280 entirely by pathway with no freeway off ramp crossings by using existing right-of-ways discussed in the feasibility study, with a loop up to allow a diagonal bridge landing on an existing very wide pathway SE of the interchange. It takes advantage of the median to keep spans under 100', and possibly under 89', allowing bridge segments to be brought to site by rail line. The bridge is best if curved like Dale-Heatherstone to allow flexibility in footing placement and bridge engineering needs. The curve shown below is less than a similar box truss bridge in Longview, Fl. or at Dale-Heatherstone. An alternate version uses only the west side of Foothill with straight but longer crossings, and its piers are further from the rail tracks, which may be desirable. As pictures are worth a thousand words, see the following illustrations to help Stevens Creek Trail routing.



Simulated bridge and loop crossing Foothill at I280



Elevated path rising to reduce loop inside Caltrans on ramp ahead

**New concept to Cross I280 along Foothill
FOOTHILL LOOP BRIDGE**



Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Section 3

Reconsider I-280 under crossing using existing Stevens Creek upper dry tunnel.

The Feasibility Study dismissed using the dry tunnel under I280 as a public route because Caltrans opposed it in the past. Caltrans has had a considerable change in policy and now thinks it appropriate to examine such a crossing. Additionally, concepts and accuracy of information on how to implement such a route have matured from 2 years ago. A public land route does exist, taking the trail no closer to I-280 than what separates motor vehicles on existing Caltrans routing from Water District land.

If these buildable routes were approved, adjacent property owners on both sides of I-280 might sell their unusable land segments to improve the trail quality and their neighborhood access. All issues can be mitigated. Tidal surge/storm flooding is less common than on Adobe Creek under Hwy 101, similar to Stevens Creek Trail under Hwy 101, and only briefly adjacent to live water like Blackberry Farm.



Corrections & Comments supporting Draft Stevens Creek Feasibility Study



South Side of 280



North Side of 280

The following pictures overlay county assessor maps on Google maps or Microsoft Birdseye view photos. Thanks to them for providing this under their support of the trail and fair use.



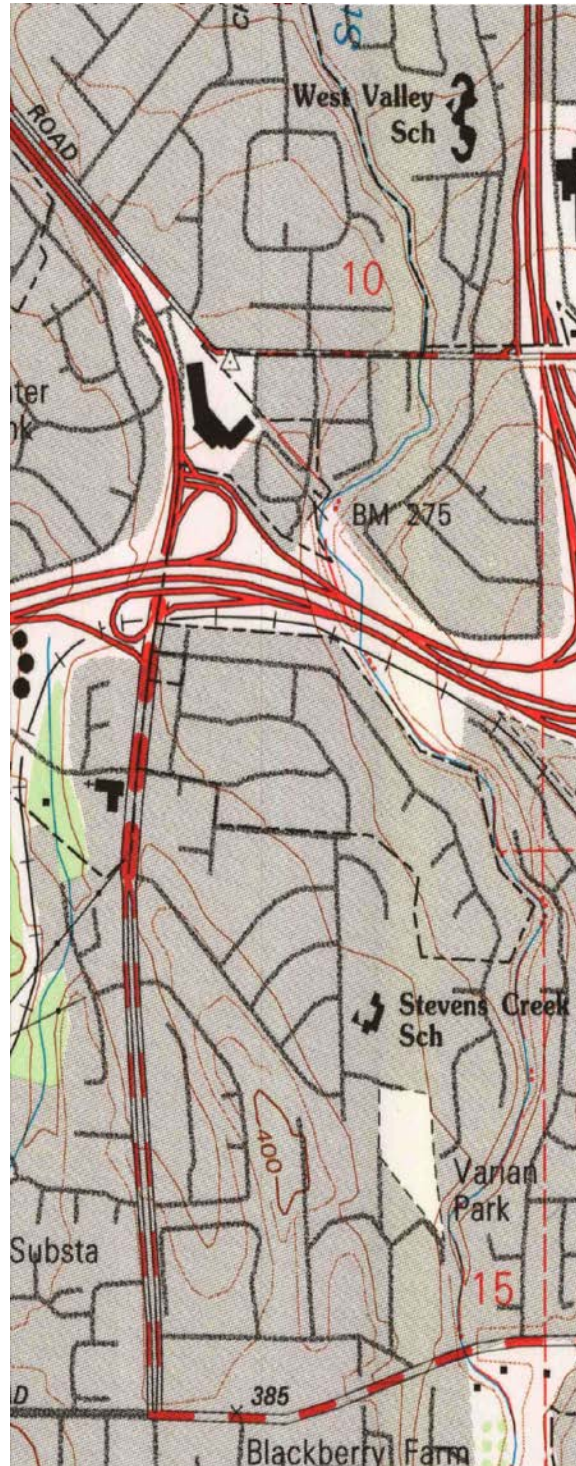


Points to remember:

1. Under crossing flooding will be rarer for I-280 than of Hwy 101 at SCT and Adobe Creek Trail.
2. Noise travels up, not down; under-crossings do not hear traffic above - it's peaceful.
3. On the north side there are no real banks, just a 6 to 7' wall immediately exiting the tunnel, which would become a ramp up. With plenty of land, only very simple work is needed there, costing \$10k at most. The rest is flat. That is the only rise up to street level, an easy grade. A bridge has to rise at least 20' above the I-280 level, with more of a rise on the north side.

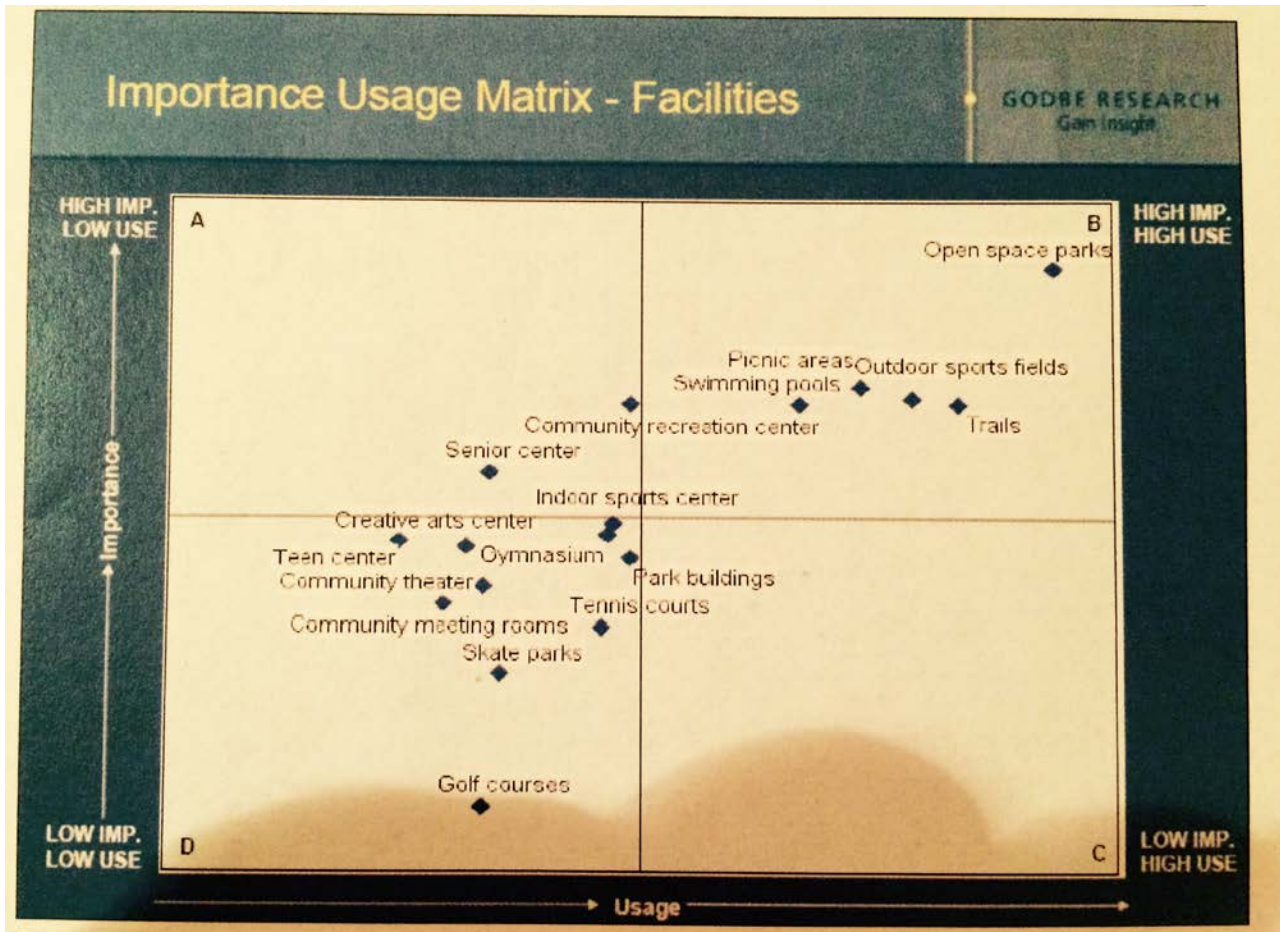
Corrections & Comments supporting Draft Stevens Creek Feasibility Study

4. On the south side there is plenty of space to ramp up easily among landscape.
5. Bridges are well over a magnitude higher in cost, stick out more, have privacy sight line invasion issues, and make it easier for opponents to point out the high cost. Money is an issue - we should be sensitive to being too visible and costly.



Section 4.1. Trail usage

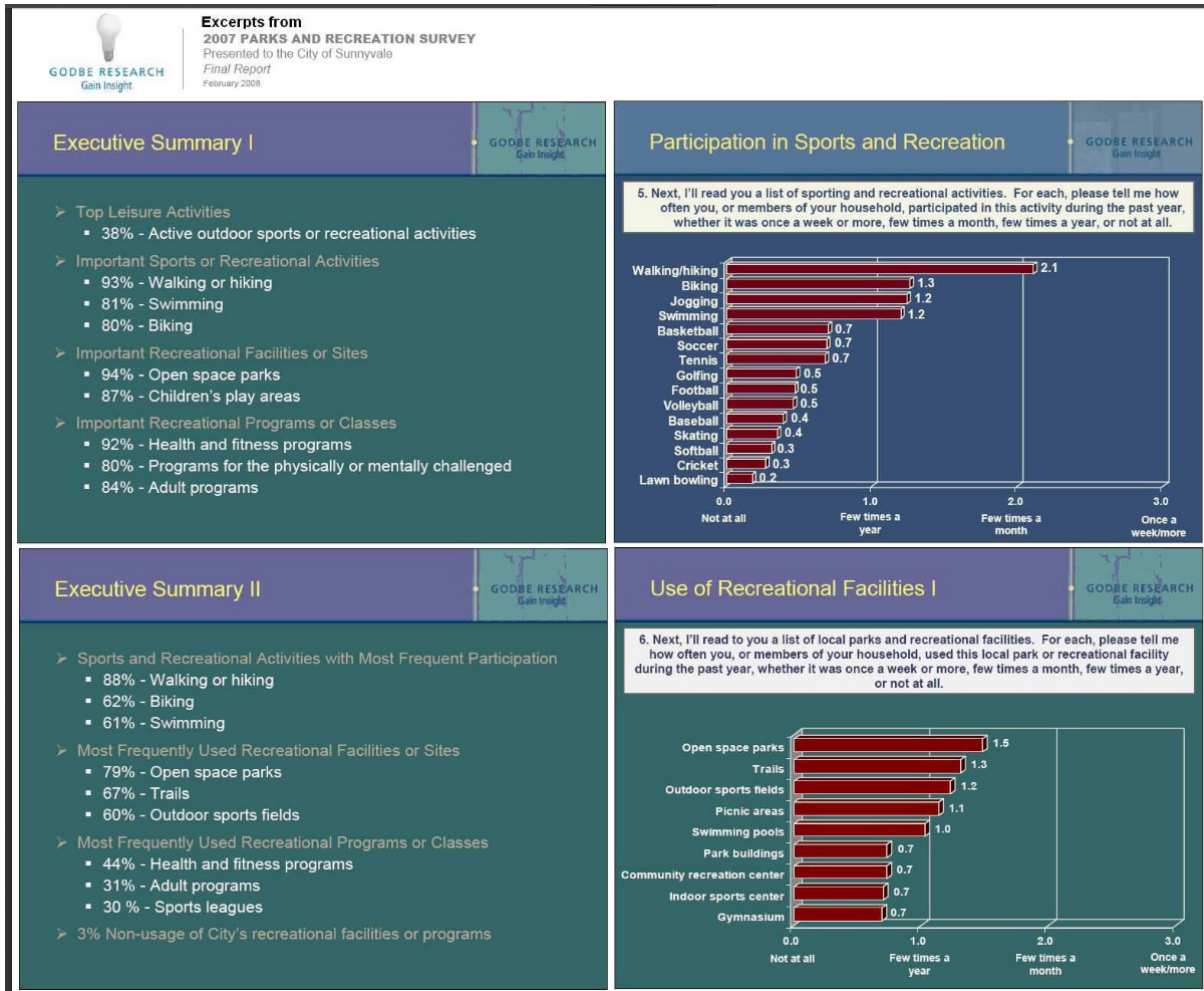
In 2007 Sunnyvale conducted a large survey to determine what park facilities get used, how often, and what citizens desired. Open space & trails were by far the most important, most often used resource, as these report slides show. See appendix 3.



Watch this video on Vimeo: <https://vimeo.com/126640975> - in these videos 30 years pass in in 1 minute and 7.5 minutes, showing user rates of 240 to 2000 per hour near the Hwy 85 undercrossing. More recent trail counts further south at Sleeper had 805 pedestrians and cyclists from 6AM to 10AM, matching the lower rate. This translates to around 2,000 to 4,000 daily users of this region of the trail using low end numbers. Most users travel shorter lengths of trail, which means these numbers are underreporting users for entire trail. Accounting for weather, this translates to half a million to a million visits a year, perhaps several times higher.

Further evidence, due to recent infrastructure improvement for cycling and traffic congestion, shows that in Mountain View 5.5% are bicycle commuters, according to US Census.

http://en.wikipedia.org/wiki/List_of_U.S._cities_with_most_bicycle_commuters



Section 4.2

Concerning the effect on house values, trails improve house values. See in appendix “Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life” or

<http://www.americantrails.org/resources/adjacent/sumadjacent.html>. And watch this video on Vimeo: <https://vimeo.com/124381425>

Section 4.3

Comparing costs of trails vs freeway widening: http://marininfo.org/101_widening.htm

Cost per mile in this report was reported 21 to 37 million \$ per mile.

101 widening in South Bay = \$1.2 Billion [Http://www.mercurynews.com/bay-area-news/ci_25859018/1-2-billion-and-20-years-later-highway](http://www.mercurynews.com/bay-area-news/ci_25859018/1-2-billion-and-20-years-later-highway)

Trail costs are insignificant in comparison

WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SCVTA CMP MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S HIGHWAY 85 NORTHBOUND RAMPS
 E/W STEVENS CREEK BOULEVARD
 CITY: CUPERTINO

VEHICLES

15 MIN COUNTS																
4:00 PM TO 6:00 PM																
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	143	173	0	15	28	34	34	0	33	0	314	104	878
445-500	0	0	0	125	129	0	21	31	21	44	0	52	0	354	128	905
500-515	0	0	0	135	152	0	8	29	19	40	0	34	0	333	137	887
515-530	0	0	0	150	161	0	9	48	11	55	0	55	0	363	160	1012
530-545	0	0	0	164	196	0	7	21	23	50	2	37	0	361	144	1005
545-600	0	0	0	137	161	0	2	17	8	53	2	56	0	369	172	977
600-615	0	0	0	152	176	0	3	11	6	46	0	31	0	335	142	902
615-630	0	0	0	154	174	0	6	4	1	43	2	48	0	384	119	935
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	553	615	0	53	136	85	173	0	174	0	1364	529	3682
445-545	0	0	0	574	638	0	45	129	74	189	2	178	0	1411	569	3809
500-600	0	0	0	586	670	0	26	115	61	198	4	182	0	1426	613	3881
515-615	0	0	0	603	694	0	21	97	48	204	4	179	0	1428	618	3896
530-630	0	0	0	607	707	0	18	53	38	192	6	172	0	1449	577	3819

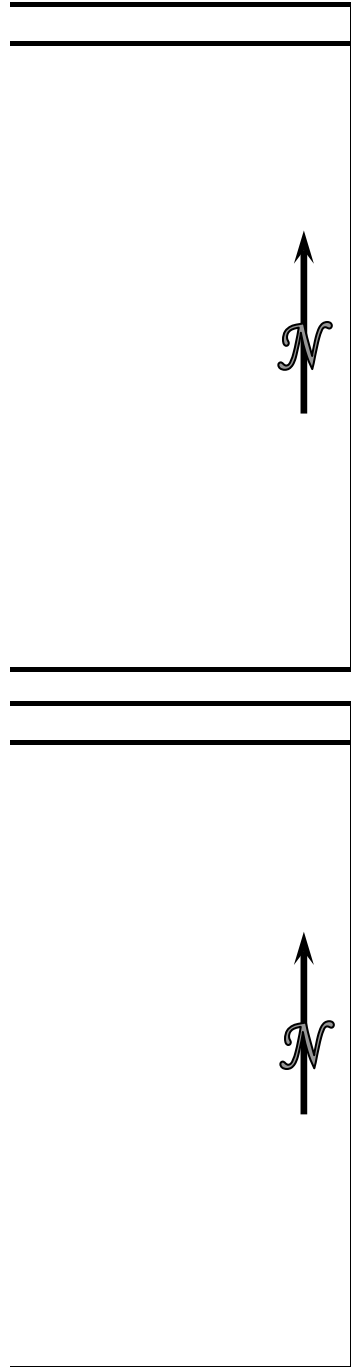
SEE GRAPHIC BELOW

BICYCLES

15 MIN COUNTS																
4:00 PM TO 6:00 PM																
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
515-530	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
530-545	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	5
545-600	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
615-630	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	8
445-545	0	0	0	0	5	0	1	0	0	0	0	0	0	3	0	9
500-600	0	0	0	0	8	0	1	0	0	0	0	0	0	5	0	14
515-615	0	0	0	0	7	0	1	0	0	0	0	0	0	5	0	13
530-630	0	0	0	0	9	0	1	0	0	0	0	0	0	6	0	16

SEE GRAPHIC BELOW

9911 Fax: (925) 706-9914

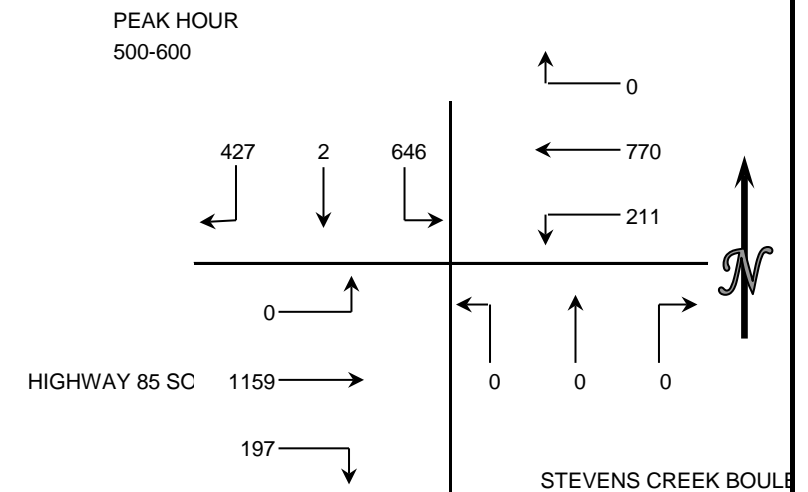


WILTEC

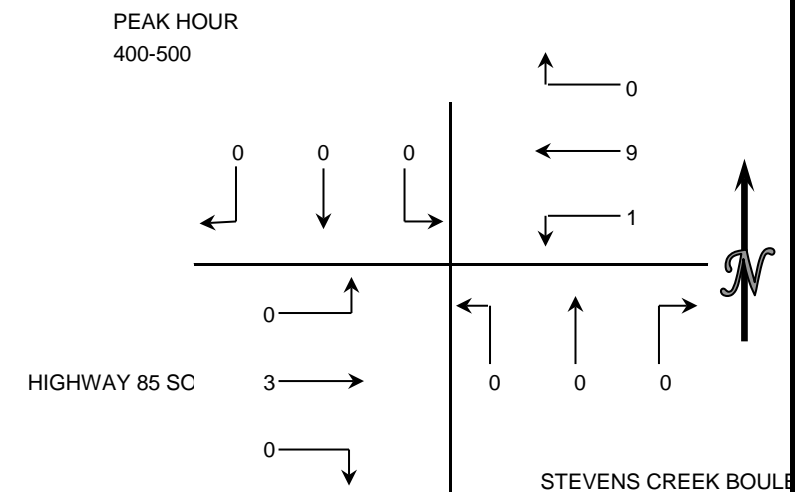
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SCVTA CMP MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S STEVENS CREEK BOULEVARD
 E/W HIGHWAY 85 SOUTHBOUND RAMPS
 CITY: CUPERTINO

VEHICLES													
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	103	1	131	0	139	38	0	0	0	39	293	0	744
415-430	104	1	118	0	157	50	0	0	0	37	250	0	717
430-445	99	0	153	0	185	54	0	0	0	57	275	0	823
445-500	116	0	145	0	148	31	0	0	0	41	259	0	740
500-515	101	0	154	0	163	43	0	0	0	48	297	0	806
515-530	99	2	139	0	184	50	0	0	0	47	269	0	790
530-545	100	0	183	0	208	59	0	0	0	56	298	0	904
545-600	127	0	170	0	215	59	0	0	0	46	295	0	912
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	422	2	547	0	629	173	0	0	0	174	1077	0	3024
415-515	420	1	570	0	653	178	0	0	0	183	1081	0	3086
430-530	415	2	591	0	680	178	0	0	0	193	1100	0	3159
445-545	416	2	621	0	703	183	0	0	0	192	1123	0	3240
500-600	427	2	646	0	770	211	0	0	0	197	1159	0	3412



BICYCLES													
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	3	0	0	0	0	0	3	0	6
415-430	0	0	0	0	5	0	0	0	0	0	0	0	5
430-445	0	0	0	0	1	0	0	0	0	0	0	0	1
445-500	0	0	0	0	0	1	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	2	0	2
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	1	0	1
545-600	0	0	0	0	0	0	0	0	0	0	2	0	2
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	9	1	0	0	0	0	3	0	13
415-515	0	0	0	0	6	1	0	0	0	0	2	0	9
430-530	0	0	0	0	1	1	0	0	0	0	2	0	4
445-545	0	0	0	0	0	1	0	0	0	0	3	0	4
500-600	0	0	0	0	0	0	0	0	0	0	5	0	5



Corrections & Comments supporting Draft Stevens Creek Feasibility Study



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.



Sincerely,

David Stillman
Senior Civil Engineer



Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Cupertino Engineering and Traffic Survey

Street: Foothill	
Limits: STARLING TO STEVENS CREEK	
NB	
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK
Posted Speed Limit	40
# Speed Data Collected	107
85th Percentile	45
10 mph Pace	37-46
Percent in Pace	88
B. Traffic Factors	
Average Daily Traffic (ADT)	8,186
Length of Segment (mi.)	0.67
Street Classification	Major Collector
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	13
Accident Rate (Acc/MVM)	2.2
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.
Roadway Geometrics	4-lane divided roadway
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 40 mph	Recommended Speed Limit: 40 mph
<p>This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.</p> <p>Approved and Authorized for release by The City of Cupertino Public Works:</p>	
Signed 	Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 25

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Spot Speed Study

Prepared by: National Data & Surveying Services

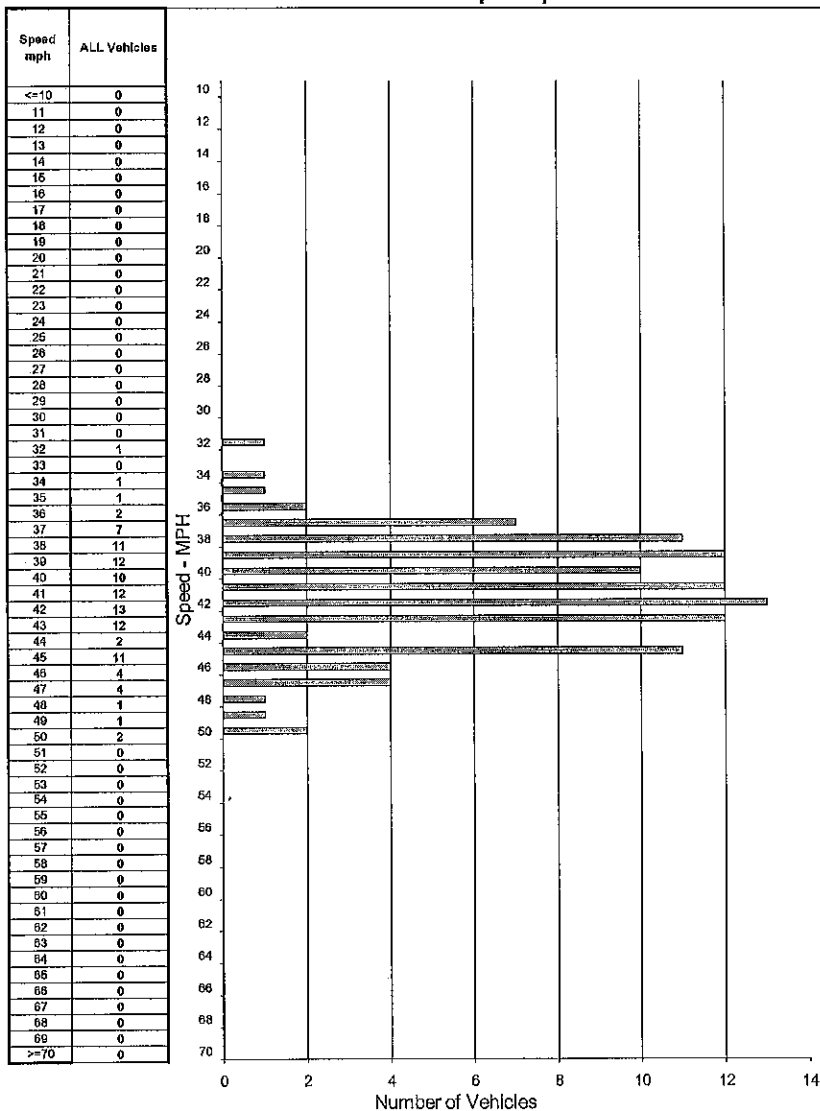
City of Cupertino

Survey Time: 9:30AM-10:00AM

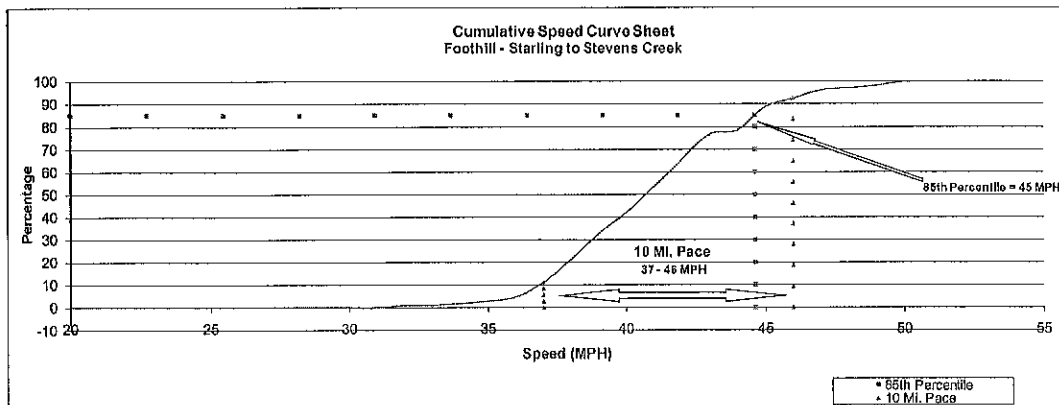
DATE: 4/15/2009 Location: Foothill - Stirling to Stevens Creek, NB (#25)

DAY: Wednesday Posted Speed: 40 MPH Project #: 00-7162

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	11 - 69	41 mph	45 mph	37 - 46	94	88%	4% / 5	6% / 6



Corrections & Comments supporting Draft Stevens Creek Feasibility Study



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PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Stevens Creek Boulevard, Westbound, between Stelling Road and Bubb Road

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for westbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 41 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 5.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.



Sincerely,

David Stillman
Senior Civil Engineer



Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Cupertino Engineering and Traffic Survey

Street:	STEVENS CREEK	
Limits:	STELLING TO BUBB	
	WB	
Factors		
A. Prevailing Speed Data		
Date /Location of Survey	4/15/2009, STELLING TO BUBB	
Posted Speed Limit	35	
# Speed Data Collected	119	
85th Percentile	41	
10 mph Pace	32-41	
Percent in Pace	87	
B. Traffic Factors		
Average Daily Traffic (ADT)	17,320	
Length of Segment (mi.)	0.58	
Street Classification	Arterial	
C. Collision History		
Date Range Covered	01/01/2006 - 12/31/2008	
Total Accidents	57	
Accident Rate (Acc/MVM)	5.2	
Statewide Average Accident Rate	1.83	
D. Roadway Conditions		
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.	
Roadway Geometrics	6-lane divided roadway with on-street bike lane	
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.	
Speed Limit Change?	No	
Existing Speed Limit: 35 mph	Recommended Speed Limit: 35 mph	
<p>This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.</p> <p>Approved and Authorized for release by The City of Cupertino Public Works:</p>		
Signed		Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 71

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

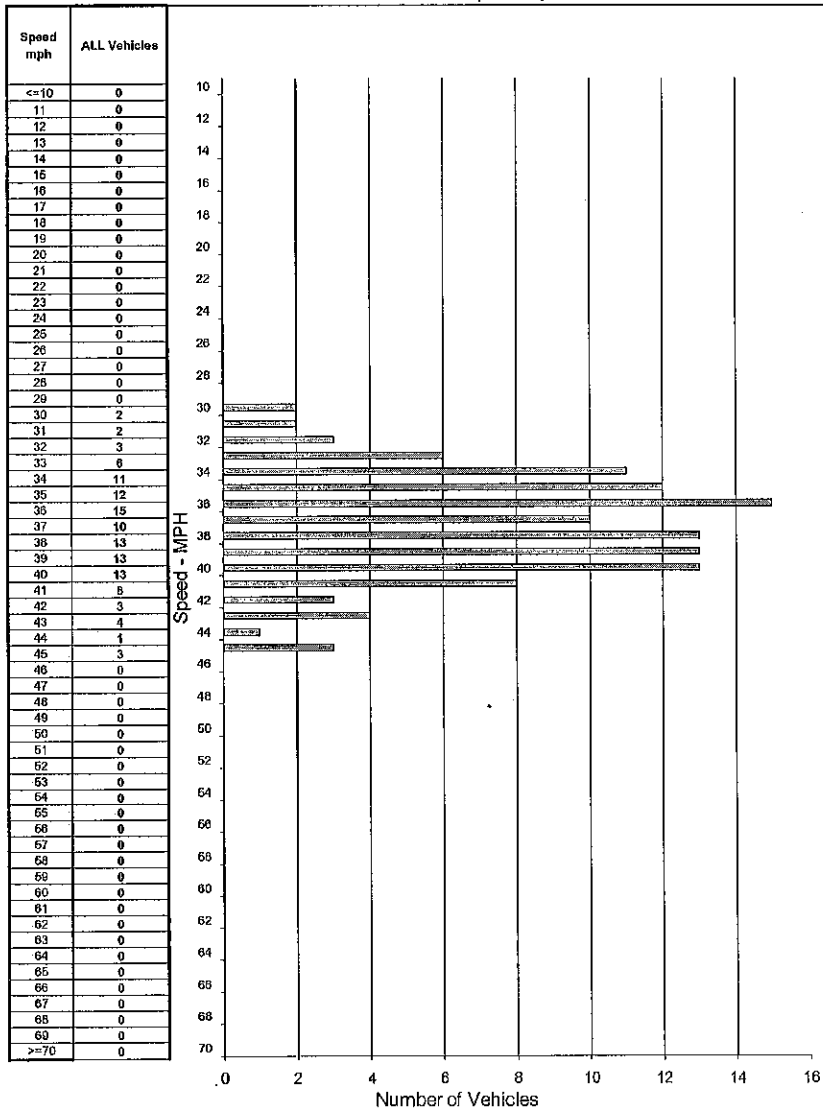
Spot Speed Study

Prepared by: National Data & Surveying Services

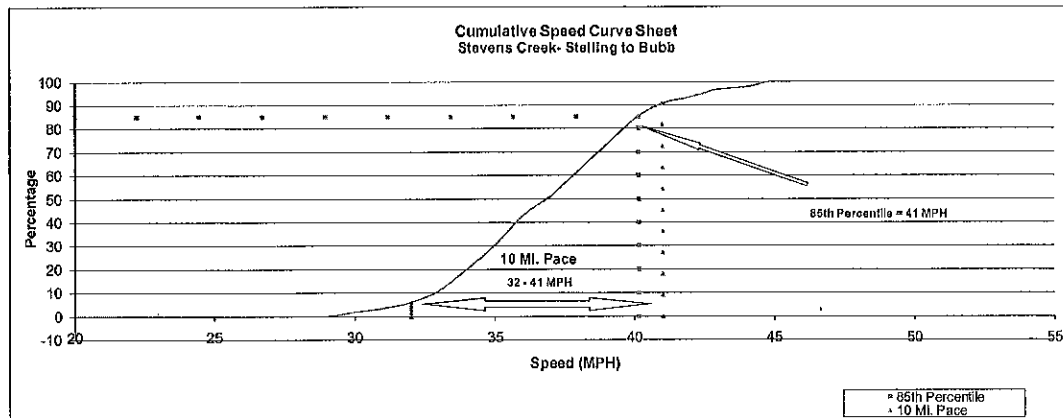
City of Cupertino

Survey Time: 14:15-14:45
 DATE: 4/15/2009 Location: Stevens Creek- Stelling to Bubb, WB (#71)
 DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	110	30-46	37 mph	41 mph	32 - 41	104	87%	3% / 74	10% / 11



Corrections & Comments supporting Draft Stevens Creek Feasibility Study



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PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed. Comment #101 (continued)



Sincerely,

David Stillman
Senior Civil Engineer



Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Cupertino Engineering and Traffic Survey

Street: STEVENS CREEK	
Limits: STELLING TO BUBB EB	
Factors	
A. Prevailing Speed Data	
Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	114
85th Percentile	39
10 mph Pace	31-40
Percent in Pace	88
B. Traffic Factors	
Average Daily Traffic (ADT)	17,660
Length of Segment (mi.)	0.58
Street Classification	Arterial
C. Collision History	
Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	69
Accident Rate (Acc/MVM)	6.1
Statewide Average Accident Rate	1.83
D. Roadway Conditions	
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.
Speed Limit Change?	No
Existing Speed Limit: 35 mph	Recommended Speed Limit: 35 mph
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.	
Approved and Authorized for release by The City of Cupertino Public Works:	
Signed 	Title SENIOR CIVIL ENG. Date 1/19/09

Segment # 72

Comment #101 (continued) Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Cupertino

Survey Time: 15:00-15:30

DATE: 4/15/2009

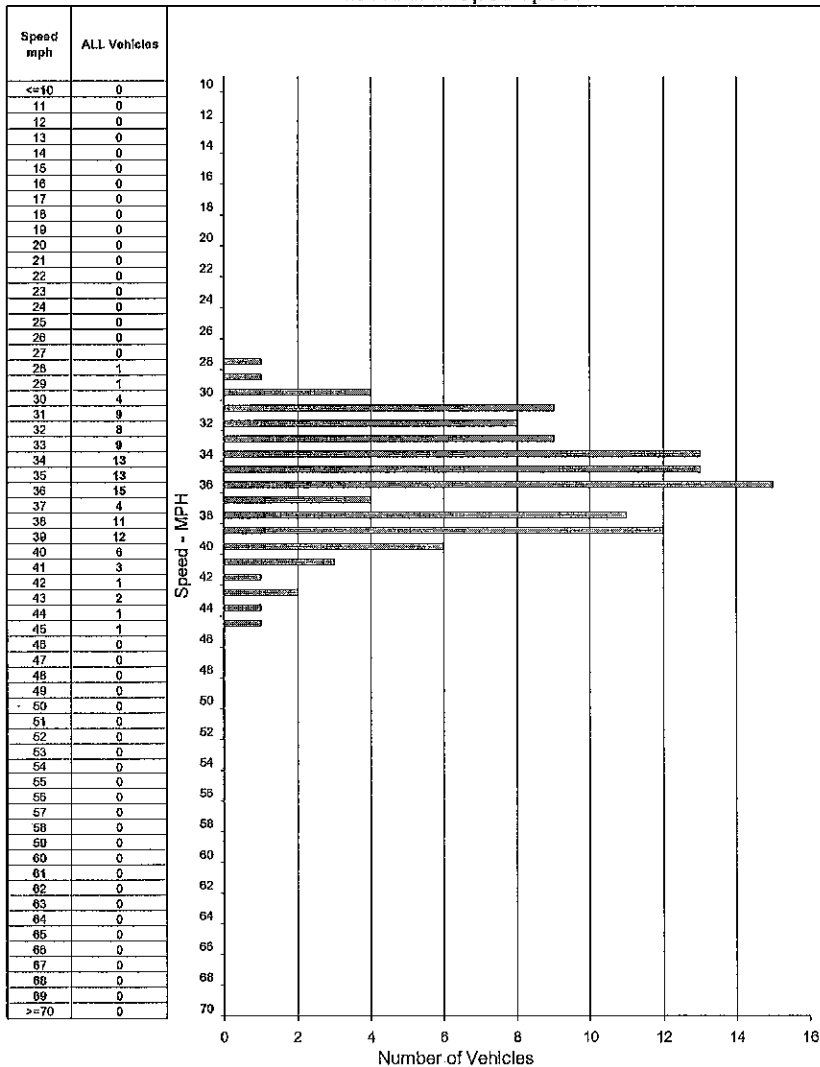
Location: Stevens Creek- Stelling to Bubb, EB (#72)

DAY: Wednesday

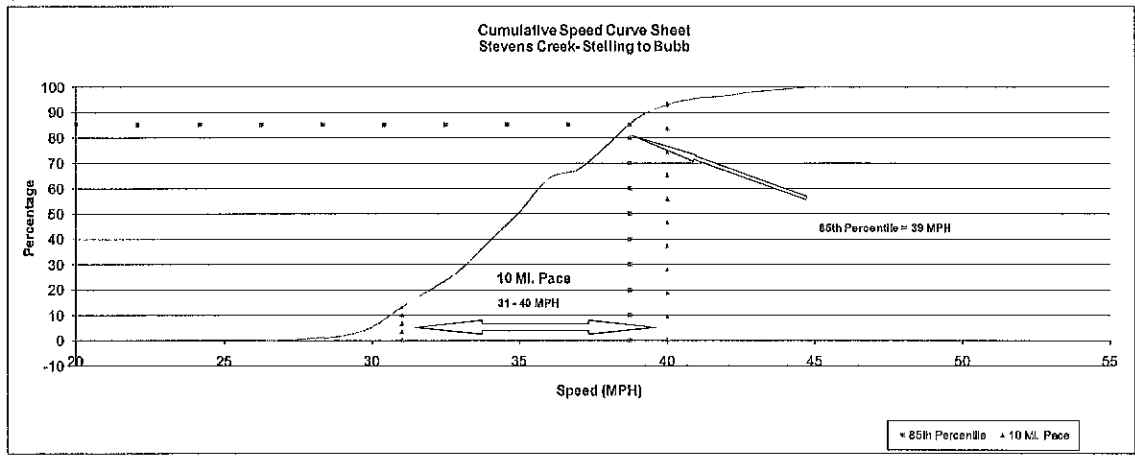
Posted Speed: 35 MPH

Project #: 09-7162

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	114	28-45	35 mph	39 mph	31 - 40	100	88%	5% / 6	8% / 8



Comment #101 (continued)
Corrections & Comments supporting Draft Site

Traffic Data Site
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1AM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Pedal Bikes

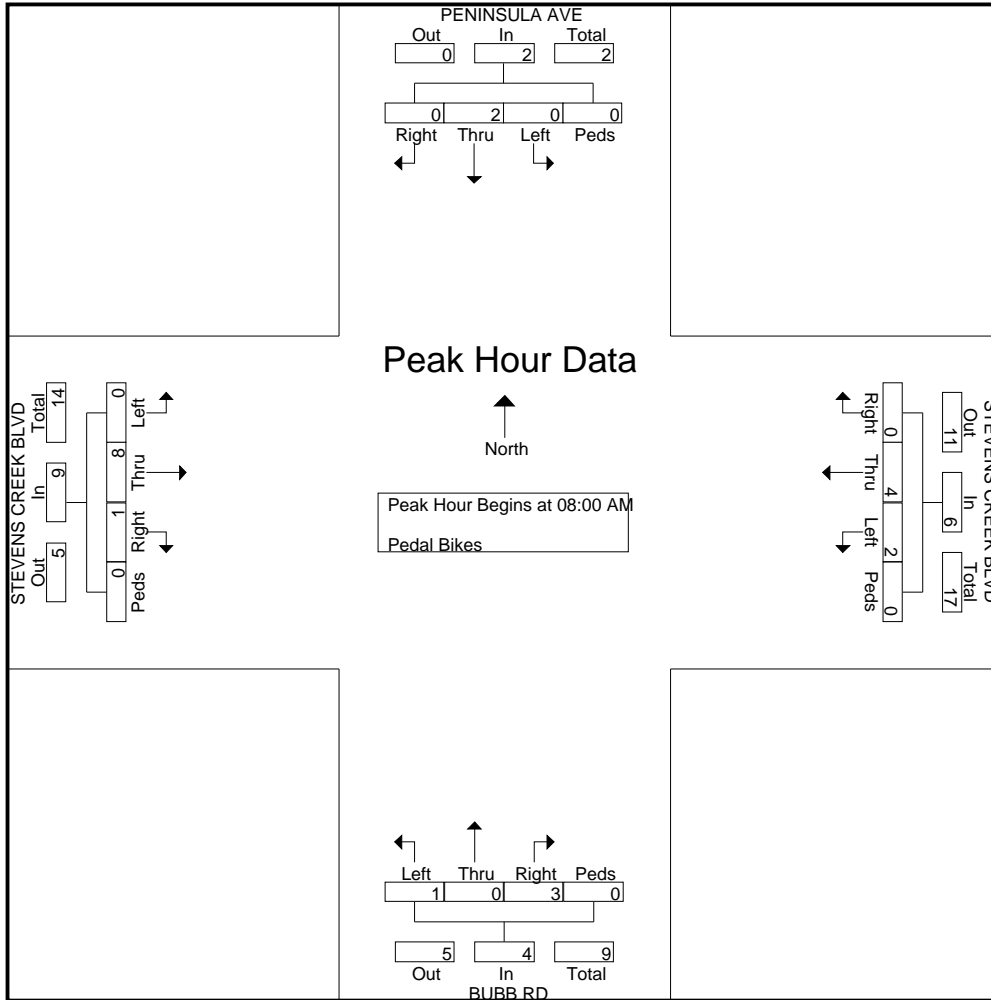
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
Grand Total	2	3	2	0	7	0	5	2	0	7	4	0	2	0	6	1	11	0	0	12	32
Apprch %	28.6	42.9	28.6	0		0	71.4	28.6	0		66.7	0	33.3	0		8.3	91.7	0	0		
Total %	6.2	9.4	6.2	0	21.9	0	15.6	6.2	0	21.9	12.5	0	6.2	0	18.8	3.1	34.4	0	0	37.5	

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total Volume	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
% App. Total	0	100	0	0		0	66.7	33.3	0		75	0	25	0		11.1	88.9	0	0		
PHF	.000	.500	.000	.000	.500	.000	.500	.250	.000	.375	.375	.000	.250	.000	.500	.250	.667	.000	.000	.563	.583

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
(408) 377-2988
 tdsbay@cs.com

File Name : 1AM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Comment #101 (continued)
Corrections & Comments supporting Draft Site

Trafford Park Site
 Campbell, CA
(408) 377-2988
 tdsbay@cs.com

File Name : 1AM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 1

Groups Printed- Vehicles - Motor Bikes

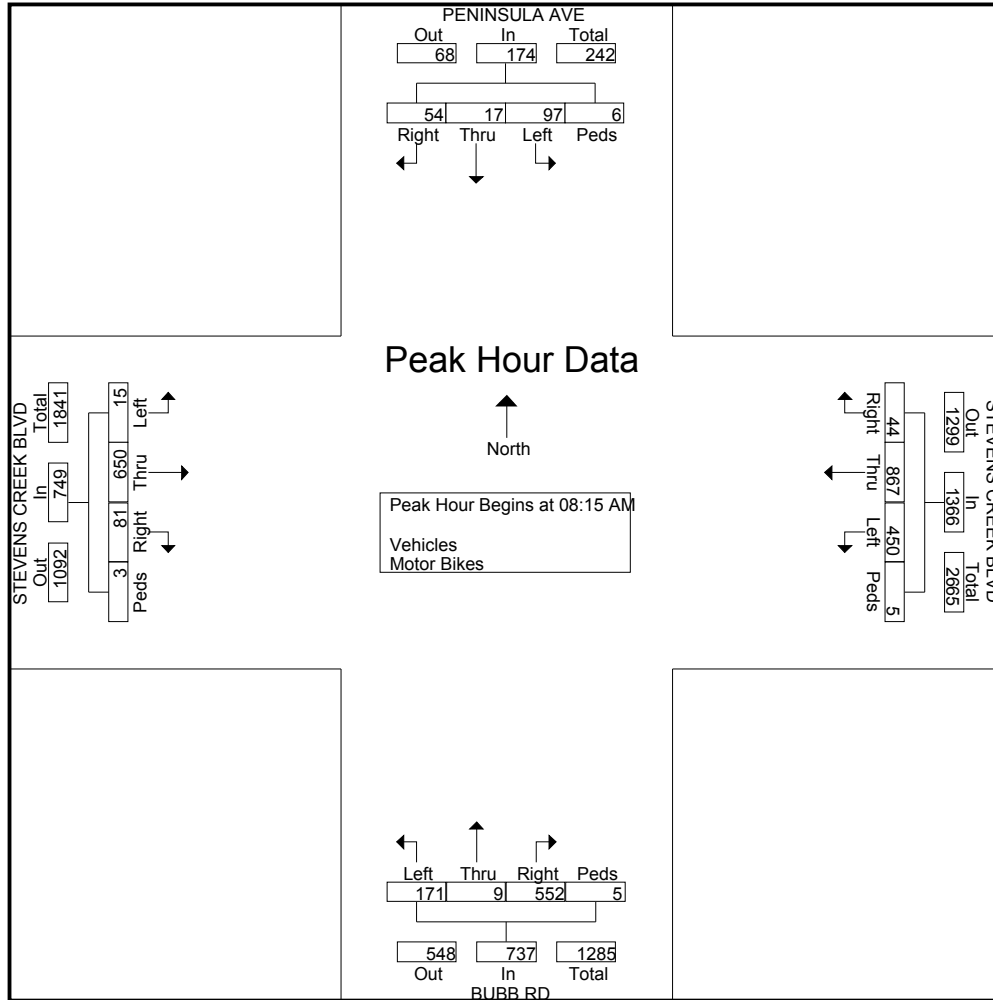
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	10	1	23	0	34	6	148	48	0	202	132	4	48	0	184	9	169	4	0	182	602
07:45 AM	8	5	22	1	36	10	157	105	0	272	96	1	24	0	121	28	116	1	0	145	574
Total	18	6	45	1	70	16	305	153	0	474	228	5	72	0	305	37	285	5	0	327	1176
08:00 AM	8	15	21	1	45	5	185	113	0	303	105	5	46	0	156	53	120	2	0	175	679
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
Total	54	27	100	3	184	38	846	468	1	1353	506	13	168	1	688	101	594	12	3	710	2935
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
09:15 AM	4	1	24	5	34	19	172	80	2	273	115	1	24	2	142	18	169	1	0	188	637
Grand Total	84	39	187	13	323	84	1529	796	7	2416	1000	20	313	7	1340	189	1224	23	3	1439	5518
Apprch %	26	12.1	57.9	4		3.5	63.3	32.9	0.3		74.6	1.5	23.4	0.5		13.1	85.1	1.6	0.2		
Total %	1.5	0.7	3.4	0.2	5.9	1.5	27.7	14.4	0.1	43.8	18.1	0.4	5.7	0.1	24.3	3.4	22.2	0.4	0.1	26.1	
Vehicles	84	39	185	13	321	84	1528	794	7	2413	999	20	313	7	1339	189	1220	23	3	1435	5508
% Vehicles	100	100	98.9	100	99.4	100	99.9	99.7	100	99.9	99.9	100	100	100	99.9	100	99.7	100	100	99.7	99.8
Motor Bikes	0	0	2	0	2	0	1	2	0	3	1	0	0	0	1	0	4	0	0	4	10
% Motor Bikes	0	0	1.1	0	0.6	0	0.1	0.3	0	0.1	0.1	0	0	0	0.1	0	0.3	0	0	0.3	0.2

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
Total Volume	54	17	97	6	174	44	867	450	5	1366	552	9	171	5	737	81	650	15	3	749	3026
% App. Total	31	9.8	55.7	3.4		3.2	63.5	32.9	0.4		74.9	1.2	23.2	0.7		10.8	86.8	2	0.4		
PHF	.563	.850	.758	.375	.713	.550	.918	.809	.313	.887	.914	.450	.872	.313	.899	.614	.923	.750	.375	.875	.955

Comment #101 (continued) **Traffic Data Site**
Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
 tdsbay@cs.com

File Name : 1AM FINAL
 Site Code : 00000001
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Corrections & Comments supporting Draft Site Traffic Data for Stevens Creek Feasibility Study

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Groups Printed- Pedal Bikes

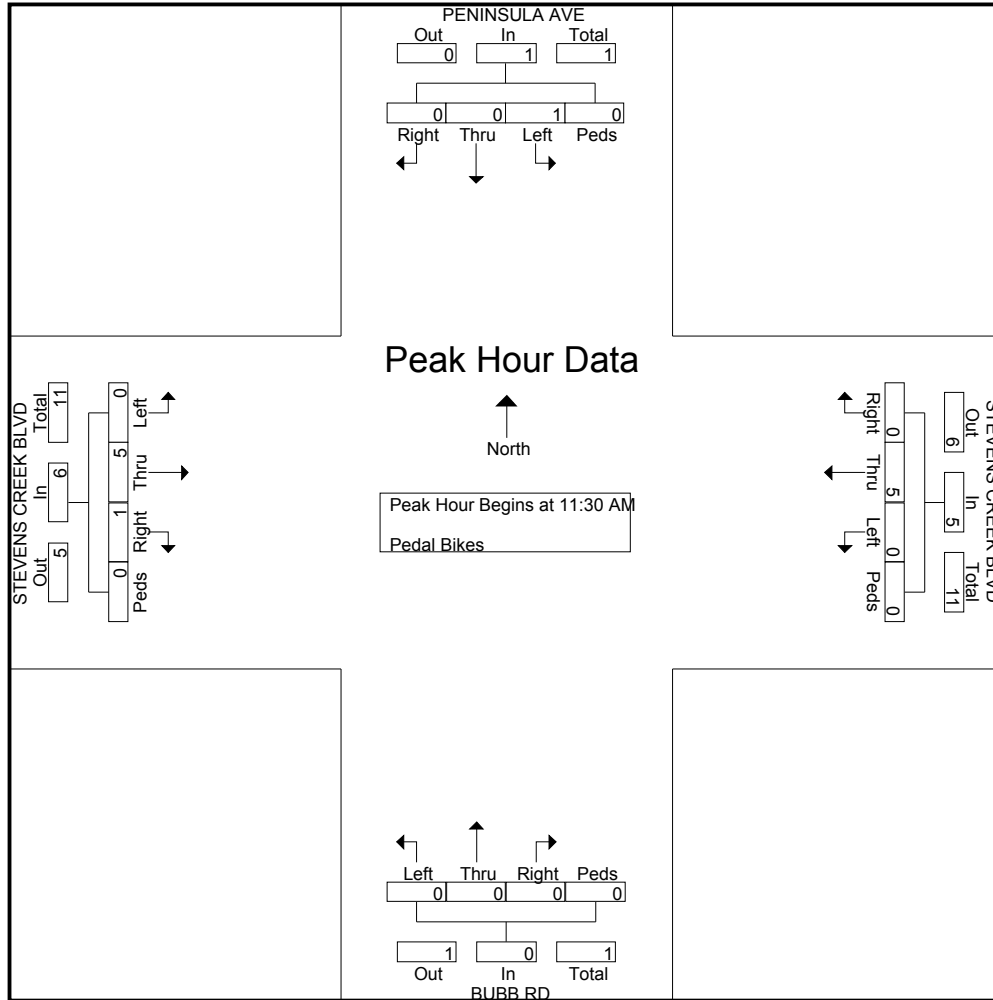
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	4	0	0	5	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	1	10	0	0	11	19
Apprch %	0	0	100	0		0	83.3	16.7	0		100	0	0	0		9.1	90.9	0	0		
Total %	0	0	5.3	0	5.3	0	26.3	5.3	0	31.6	5.3	0	0	0	5.3	5.3	52.6	0	0	57.9	

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Total Volume	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	12
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.000	.000	.250	.000	.250	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.250	.313	.000	.000	.375	.600

Comment #101 (continued)
Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
(408) 377-2988
 tdsbay@cs.com

File Name : 1MID FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data for Stevens Creek Feasibility Study

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File Name : 1MID FINAL
Site Code : 00000001
Start Date : 10/9/2012
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Groups Printed- Vehicles - Motor Bikes

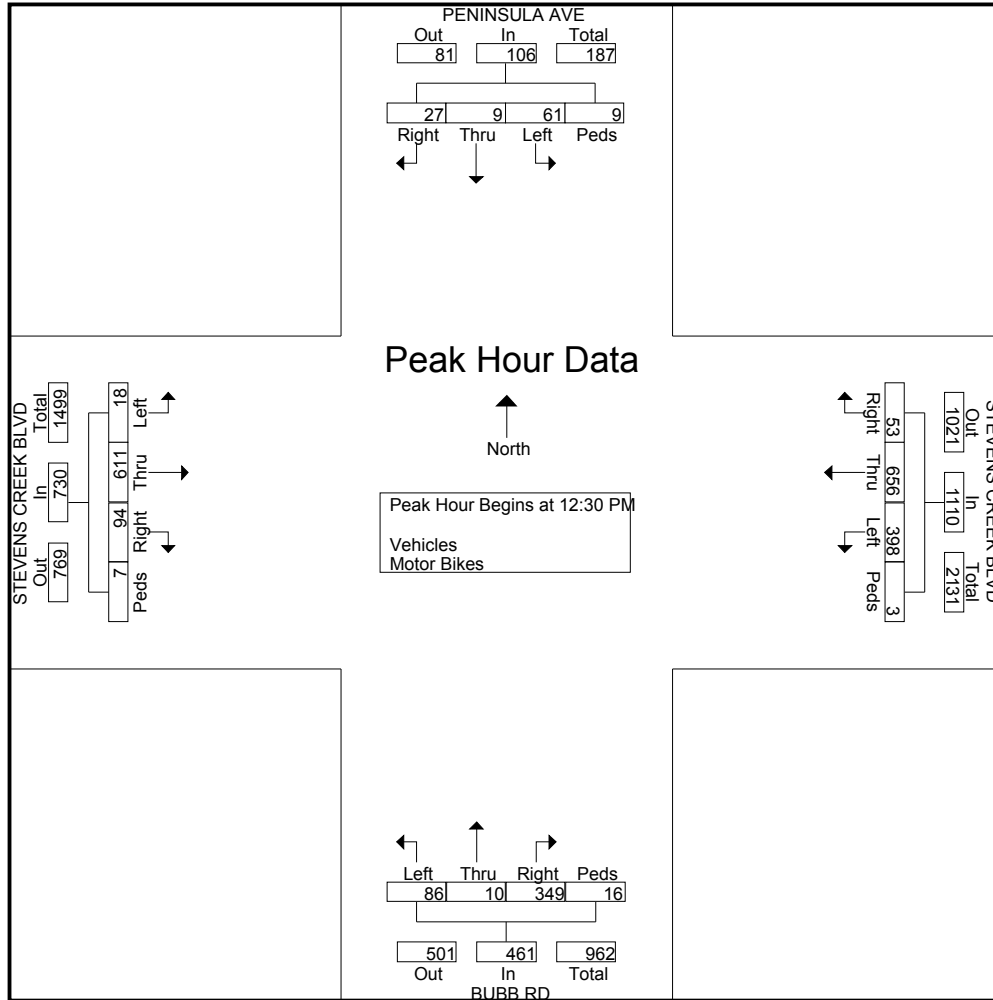
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	1	9	5	20	6	133	45	0	184	97	1	18	3	119	12	153	2	0	167	490
11:45 AM	3	5	14	0	22	11	120	67	0	198	100	3	20	1	124	14	141	1	0	156	500
Total	8	6	23	5	42	17	253	112	0	382	197	4	38	4	243	26	294	3	0	323	990
12:00 PM	4	0	10	1	15	17	143	53	2	215	116	1	13	0	130	17	143	6	2	168	528
12:15 PM	6	1	16	4	27	17	152	63	1	233	93	2	14	1	110	14	121	3	1	139	509
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
Total	18	7	56	5	86	62	611	294	4	971	380	8	67	12	467	77	543	18	4	642	2166
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Grand Total	45	16	110	19	190	104	1204	626	6	1940	755	17	151	21	944	151	1169	30	10	1360	4434
Apprch %	23.7	8.4	57.9	10		5.4	62.1	32.3	0.3		80	1.8	16	2.2		11.1	86	2.2	0.7		
Total %	1	0.4	2.5	0.4	4.3	2.3	27.2	14.1	0.1	43.8	17	0.4	3.4	0.5	21.3	3.4	26.4	0.7	0.2	30.7	
Vehicles	45	16	110	19	190	104	1203	626	6	1939	752	17	151	21	941	151	1166	30	10	1357	4427
% Vehicles	100	100	100	100	100	100	99.9	100	100	99.9	99.6	100	100	100	99.7	100	99.7	100	100	99.8	99.8
Motor Bikes	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	7
% Motor Bikes	0	0	0	0	0	0	0.1	0	0	0.1	0.4	0	0	0	0.3	0	0.3	0	0	0.2	0.2

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	3	3	11	0	17	11	132	83	0	226	92	3	20	5	120	20	117	4	1	142	505
12:45 PM	5	3	19	0	27	17	184	95	1	297	79	2	20	6	107	26	162	5	0	193	624
01:00 PM	8	2	16	4	30	16	156	113	2	287	85	1	19	0	105	20	160	3	5	188	610
01:15 PM	11	1	15	5	32	9	184	107	0	300	93	4	27	5	129	28	172	6	1	207	668
Total Volume	27	9	61	9	106	53	656	398	3	1110	349	10	86	16	461	94	611	18	7	730	2407
% App. Total	25.5	8.5	57.5	8.5		4.8	59.1	35.9	0.3		75.7	2.2	18.7	3.5		12.9	83.7	2.5	1		
PHF	.614	.750	.803	.450	.828	.779	.891	.881	.375	.925	.938	.625	.796	.667	.893	.839	.888	.750	.350	.882	.901

Comment #101 (continued) **Traffic Data Site**
Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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File Name : 1MID FINAL
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File Name : 1PM FINAL
Site Code : 00000001
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Groups Printed- Pedal Bikes

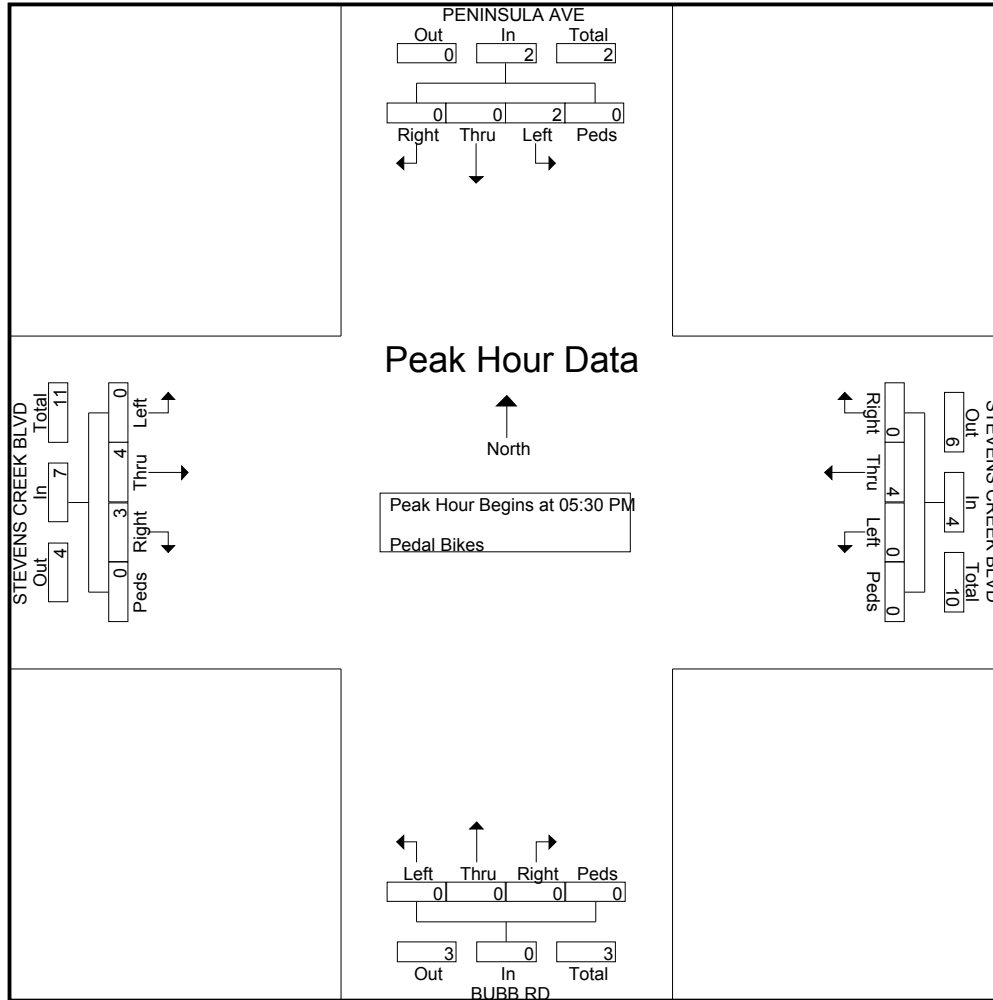
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	1	0	0	1	2	0	0	0	2	0	5	0	0	5	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Grand Total	0	0	2	0	2	0	6	0	0	6	3	0	0	0	3	3	7	0	0	10	21
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		30	70	0	0		
Total %	0	0	9.5	0	9.5	0	28.6	0	0	28.6	14.3	0	0	0	14.3	14.3	33.3	0	0	47.6	

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	5
Total Volume	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	13
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		42.9	57.1	0	0		
PHF	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.000	.438	.650

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1PM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

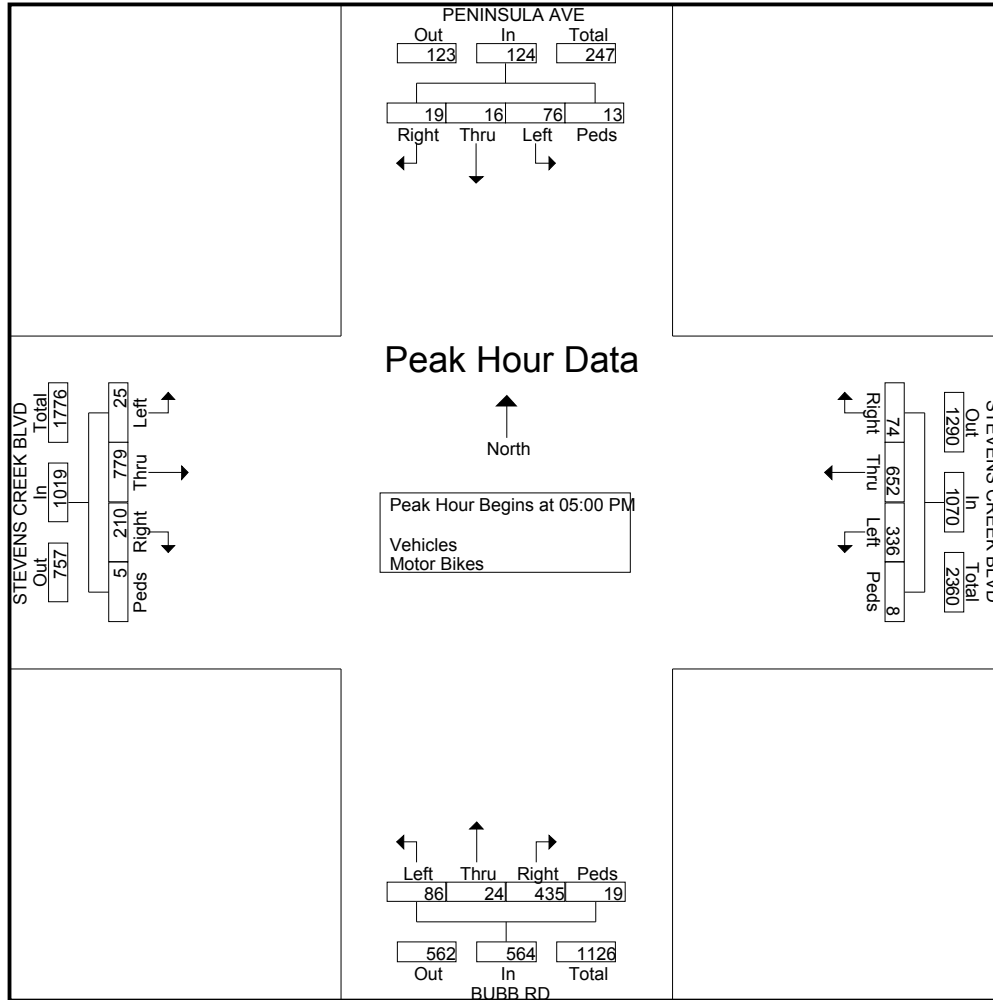
Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	6	3	16	1	26	17	159	87	2	265	88	4	26	3	121	39	163	8	1	211	623
04:45 PM	1	3	15	5	24	19	164	72	0	255	91	1	18	2	112	35	180	6	1	222	613
Total	7	6	31	6	50	36	323	159	2	520	179	5	44	5	233	74	343	14	2	433	1236
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
06:00 PM	5	8	21	2	36	31	176	77	1	285	91	6	27	3	127	48	196	6	2	252	700
06:15 PM	2	10	17	4	33	33	197	116	1	347	84	10	19	2	115	43	158	2	2	205	700
Grand Total	33	40	145	25	243	174	1348	688	12	2222	789	45	176	29	1039	375	1476	47	11	1909	5413
Apprch %	13.6	16.5	59.7	10.3		7.8	60.7	31	0.5		75.9	4.3	16.9	2.8		19.6	77.3	2.5	0.6		
Total %	0.6	0.7	2.7	0.5	4.5	3.2	24.9	12.7	0.2	41	14.6	0.8	3.3	0.5	19.2	6.9	27.3	0.9	0.2	35.3	
Vehicles	33	39	145	25	242	171	1344	687	12	2214	786	45	176	29	1036	375	1471	47	11	1904	5396
% Vehicles	100	97.5	100	100	99.6	98.3	99.7	99.9	100	99.6	99.6	100	100	100	99.7	100	99.7	100	100	99.7	99.7
Motor Bikes	0	1	0	0	1	3	4	1	0	8	3	0	0	0	3	0	5	0	0	5	17
% Motor Bikes	0	2.5	0	0	0.4	1.7	0.3	0.1	0	0.4	0.4	0	0	0	0.3	0	0.3	0	0	0.3	0.3

Start Time	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	4	20	3	34	11	160	77	2	250	125	8	27	1	161	59	197	5	0	261	706
05:15 PM	4	2	14	5	25	21	162	83	2	268	106	5	20	11	142	48	219	4	1	272	707
05:30 PM	3	4	23	2	32	22	150	101	3	276	116	8	17	6	147	58	185	9	4	256	711
05:45 PM	5	6	19	3	33	20	180	75	1	276	88	3	22	1	114	45	178	7	0	230	653
Total Volume	19	16	76	13	124	74	652	336	8	1070	435	24	86	19	564	210	779	25	5	1019	2777
% App. Total	15.3	12.9	61.3	10.5		6.9	60.9	31.4	0.7		77.1	4.3	15.2	3.4		20.6	76.4	2.5	0.5		
PHF	.679	.667	.826	.650	.912	.841	.906	.832	.667	.969	.870	.750	.796	.432	.876	.890	.889	.694	.313	.937	.976

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 1PM FINAL
 Site Code : 00000001
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data - Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

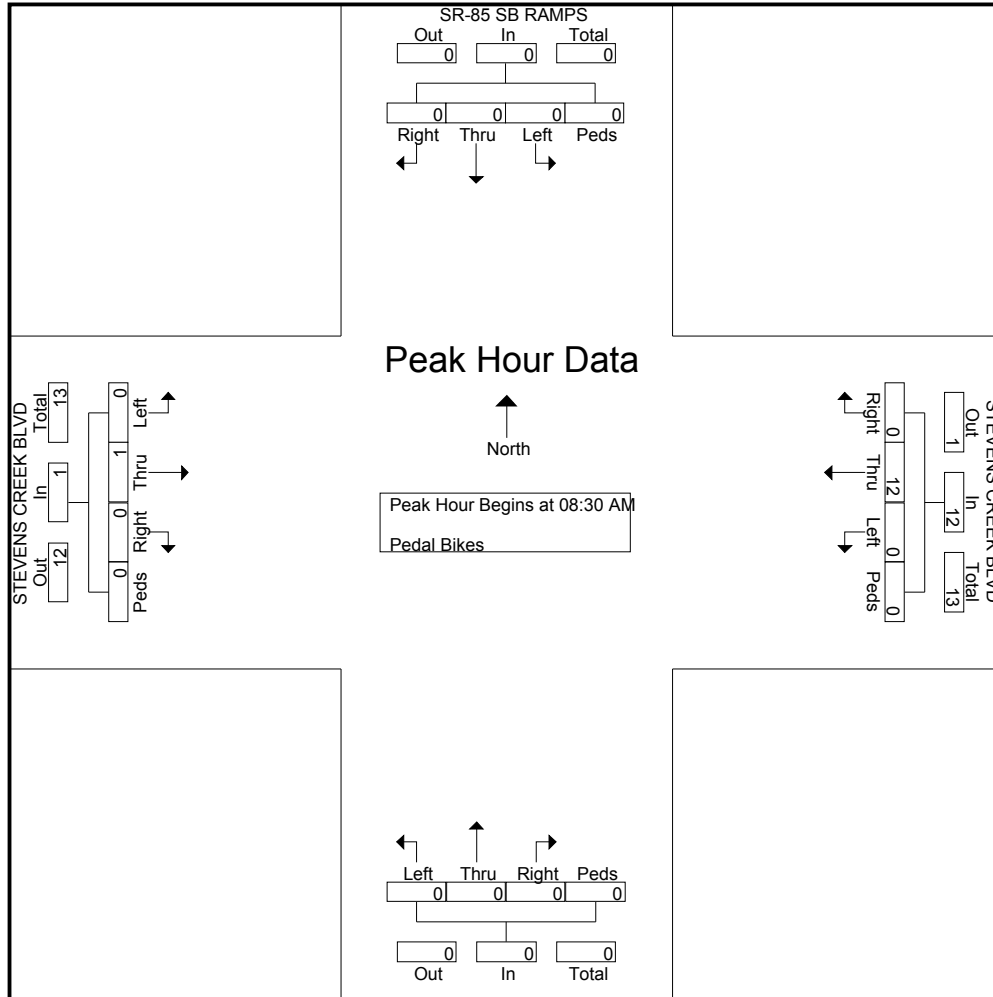
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	2	0	0	0	17
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	0	88.2	0	0	88.2	0	0	0	0	0	0	11.8	0	0	11.8	0

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Total Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	1	0	0	0	13
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.542

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Traffic Data Summary
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2AM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data - Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

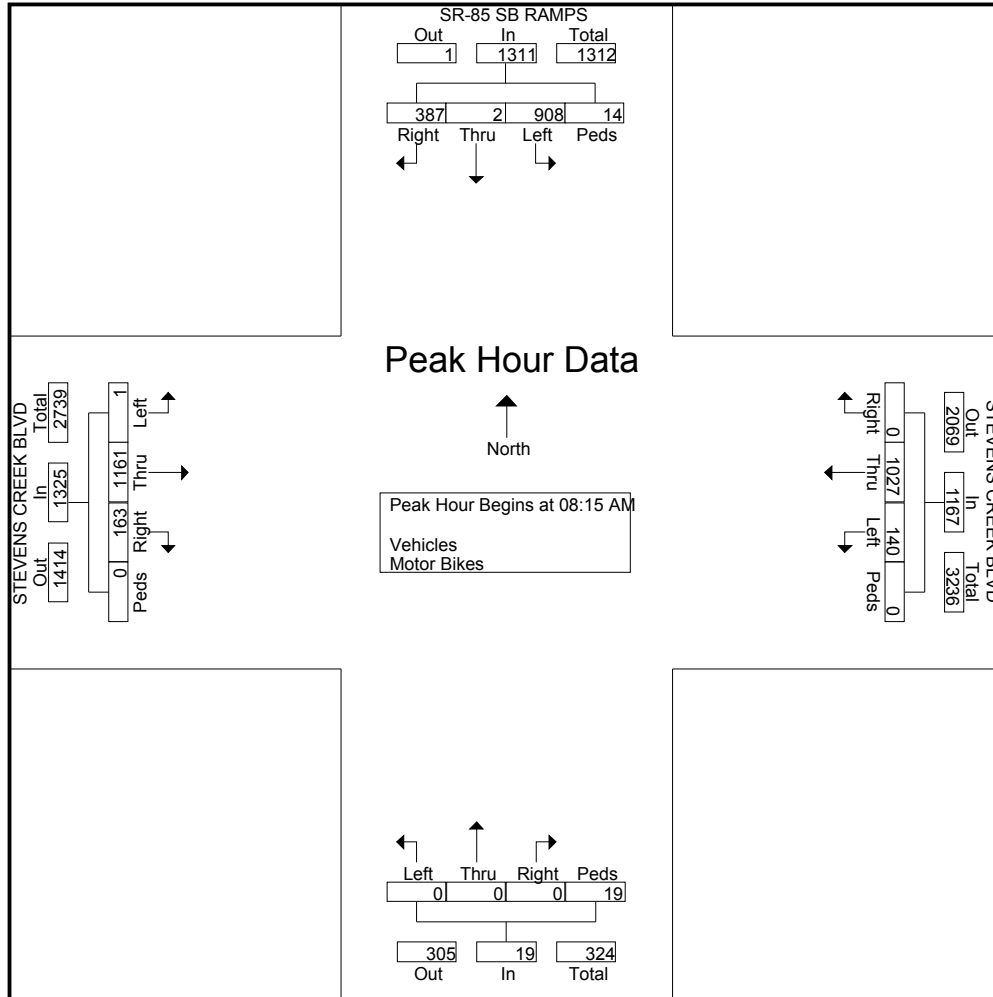
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	73	0	124	0	197	0	135	14	0	149	0	0	0	0	0	29	295	0	0	324	670
07:45 AM	80	0	130	1	211	0	215	19	0	234	0	0	0	5	5	38	200	1	0	239	689
Total	153	0	254	1	408	0	350	33	0	383	0	0	0	5	5	67	495	1	0	563	1359
08:00 AM	104	0	194	4	302	0	223	26	0	249	0	0	0	4	4	52	219	1	0	272	827
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
Total	393	2	861	10	1266	0	1001	139	0	1140	0	0	0	17	17	175	1057	2	0	1234	3657
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
09:15 AM	97	1	264	4	366	0	174	39	0	213	0	0	0	7	7	26	277	0	0	303	889
Grand Total	741	3	1620	23	2387	0	1774	238	0	2012	0	0	0	35	35	308	2152	3	0	2463	6897
Apprch %	31	0.1	67.9	1		0	88.2	11.8	0		0	0	0	100		12.5	87.4	0.1	0		
Total %	10.7	0	23.5	0.3	34.6	0	25.7	3.5	0	29.2	0	0	0	0.5	0.5	4.5	31.2	0	0	35.7	
Vehicles	739	3	1609	23	2374	0	1771	238	0	2009	0	0	0	35	35	308	2152	0	0	2460	6878
% Vehicles	99.7	100	99.3	100	99.5	0	99.8	100	0	99.9	0	0	0	100	100	100	100	0	0	99.9	99.7
Motor Bikes	2	0	11	0	13	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	19
% Motor Bikes	0.3	0	0.7	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0	0	100	0	0.1	0.3

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	95	0	286	4	385	0	233	39	0	272	0	0	0	8	8	50	289	0	0	339	1004
08:30 AM	96	1	207	0	304	0	254	33	0	287	0	0	0	2	2	33	249	0	0	282	875
08:45 AM	98	1	174	2	275	0	291	41	0	332	0	0	0	3	3	40	300	1	0	341	951
09:00 AM	98	0	241	8	347	0	249	27	0	276	0	0	0	6	6	40	323	0	0	363	992
Total Volume	387	2	908	14	1311	0	1027	140	0	1167	0	0	0	19	19	163	1161	1	0	1325	3822
% App. Total	29.5	0.2	69.3	1.1		0	88	12	0		0	0	0	100		12.3	87.6	0.1	0		
PHF	.987	.500	.794	.438	.851	.000	.882	.854	.000	.879	.000	.000	.000	.594	.594	.815	.899	.250	.000	.913	.952

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2AM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data - Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2MID FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

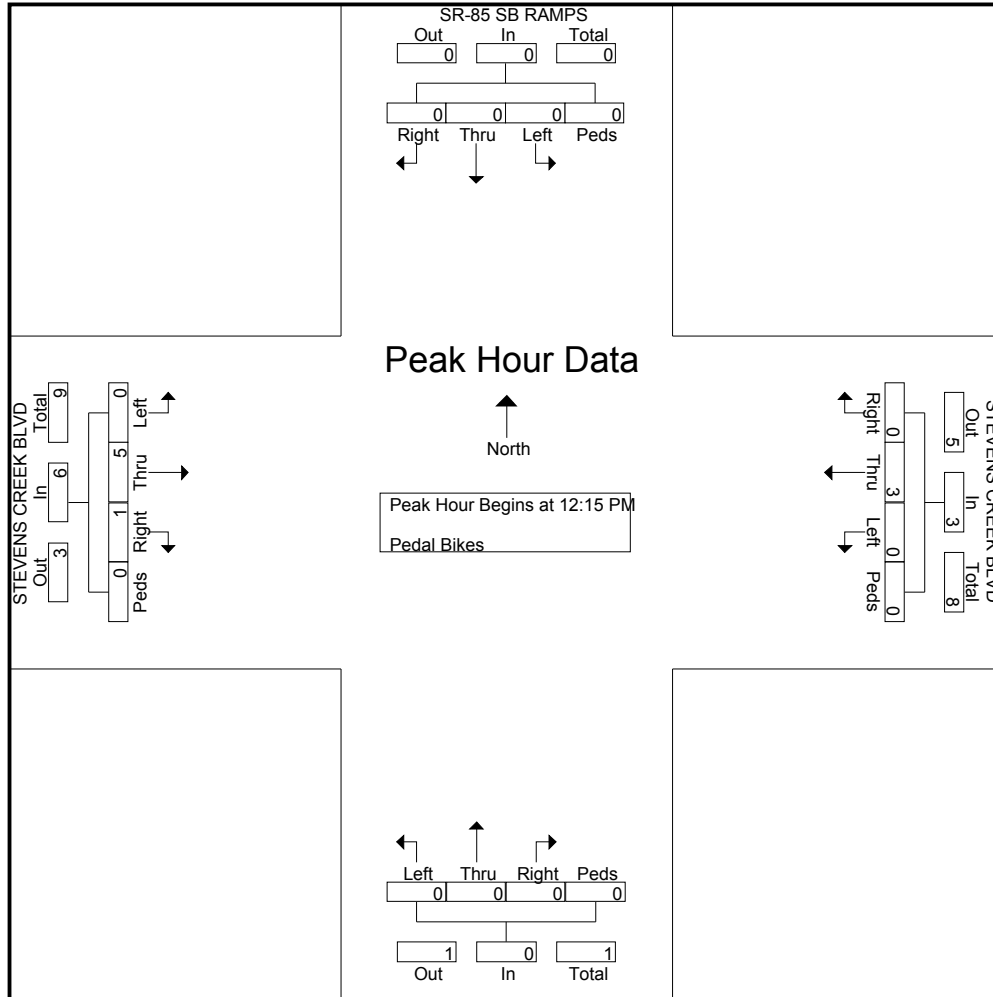
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	2	3
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	7	0	0	0	8	17
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	12.5	87.5	0	0	0	0	0
Total %	0	0	0	0	0	0	52.9	0	0	52.9	0	0	0	0	0	5.9	41.2	0	0	0	47.1	0

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 12:15 PM																						
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
01:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	9	
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	16.7	83.3	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.417	.000	.000	.500	.563	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Traffic Data Site
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2MID FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 2MID FINAL

Site Code : 00000002

Start Date : 10/9/2012

Page No : 1

Groups Printed- Vehicles - Motor Bikes

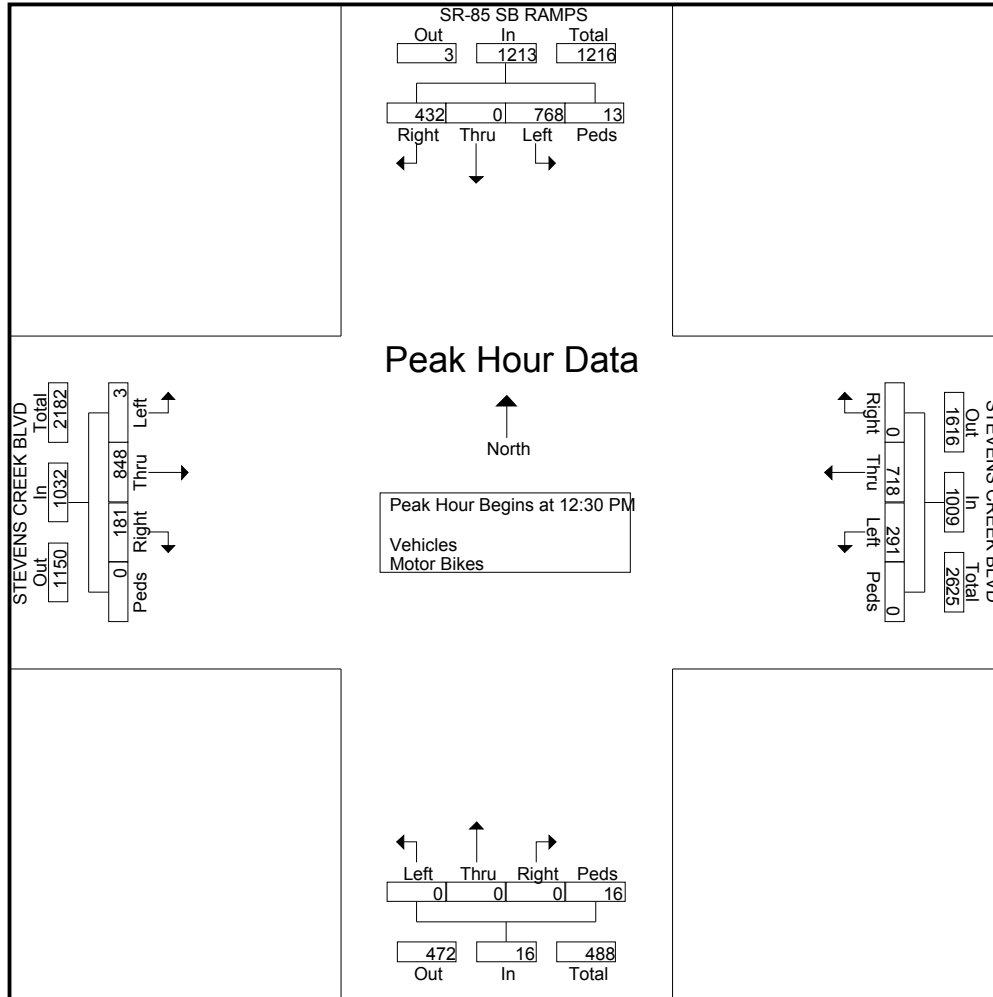
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	68	0	151	4	223	0	125	101	0	226	0	0	0	2	2	43	230	0	0	273	724
11:45 AM	79	0	152	2	233	0	135	48	0	183	0	0	0	0	0	30	228	0	0	258	674
Total	147	0	303	6	456	0	260	149	0	409	0	0	0	2	2	73	458	0	0	531	1398
12:00 PM	75	1	232	2	310	0	125	55	0	180	0	0	0	1	1	30	217	0	0	247	738
12:15 PM	96	0	253	3	352	0	154	88	0	242	0	0	0	1	1	42	188	0	0	230	825
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
Total	366	1	820	5	1192	0	636	278	0	914	0	0	0	11	11	169	793	0	0	962	3079
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Grand Total	750	1	1556	24	2331	0	1257	583	0	1840	0	0	0	20	20	326	1711	3	0	2040	6231
Apprch %	32.2	0	66.8	1		0	68.3	31.7	0		0	0	0	100		16	83.9	0.1	0		
Total %	12	0	25	0.4	37.4	0	20.2	9.4	0	29.5	0	0	0	0.3	0.3	5.2	27.5	0	0	32.7	
Vehicles	749	1	1554	24	2328	0	1254	580	0	1834	0	0	0	20	20	326	1711	0	0	2037	6219
% Vehicles	99.9	100	99.9	100	99.9	0	99.8	99.5	0	99.7	0	0	0	100	100	100	100	0	0	99.9	99.8
Motor Bikes	1	0	2	0	3	0	3	3	0	6	0	0	0	0	0	0	0	3	0	3	12
% Motor Bikes	0.1	0	0.1	0	0.1	0	0.2	0.5	0	0.3	0	0	0	0	0	0	0	100	0	0.1	0.2

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	77	0	164	0	241	0	166	66	0	232	0	0	0	4	4	44	179	0	0	223	700
12:45 PM	118	0	171	0	289	0	191	69	0	260	0	0	0	5	5	53	209	0	0	262	816
01:00 PM	128	0	220	5	353	0	162	71	0	233	0	0	0	1	1	41	221	2	0	264	851
01:15 PM	109	0	213	8	330	0	199	85	0	284	0	0	0	6	6	43	239	1	0	283	903
Total Volume	432	0	768	13	1213	0	718	291	0	1009	0	0	0	16	16	181	848	3	0	1032	3270
% App. Total	35.6	0	63.3	1.1		0	71.2	28.8	0		0	0	0	100		17.5	82.2	0.3	0		
PHF	.844	.000	.873	.406	.859	.000	.902	.856	.000	.888	.000	.000	.000	.667	.667	.854	.887	.375	.000	.912	.905

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2MID FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data for Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

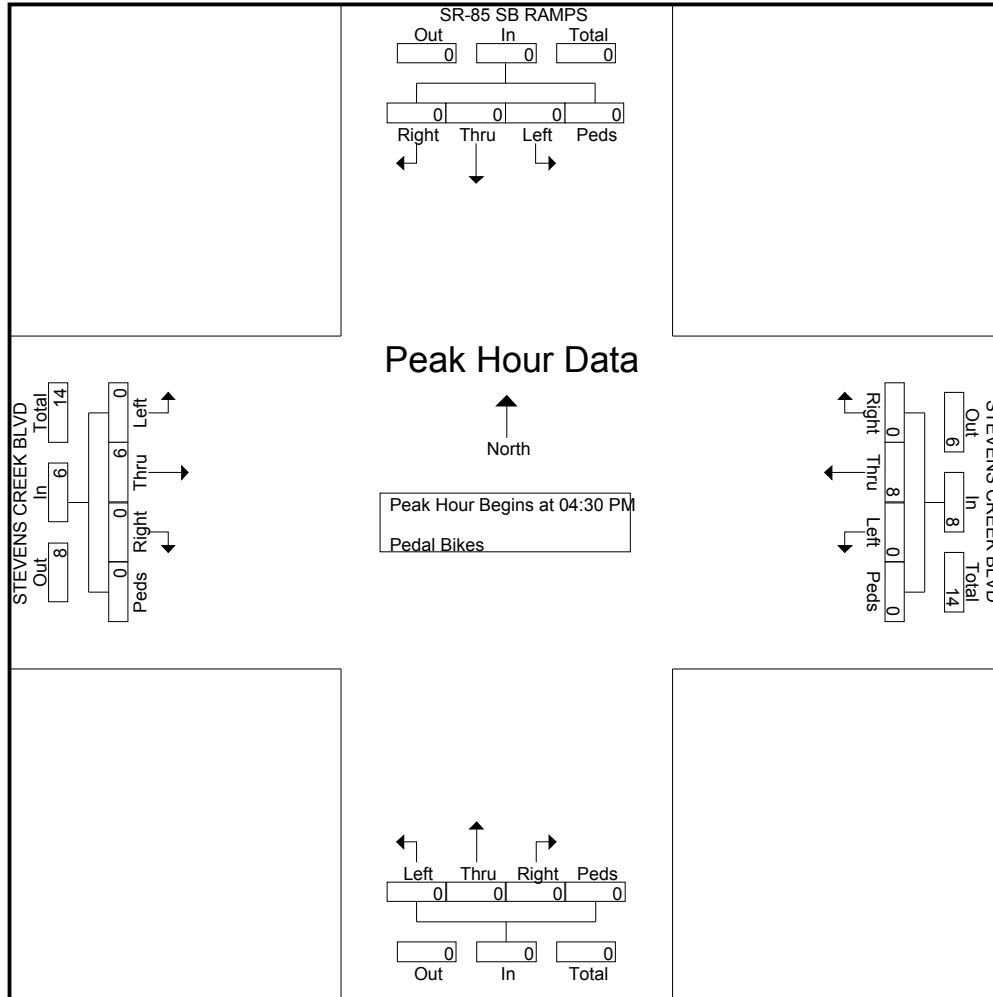
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	0	4	13
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	0	6	21
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100
Total %	0	0	0	0	0	0	71.4	0	0	71.4	0	0	0	0	0	0	28.6	0	0	0	28.6	0

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					STEVENS CREEK BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	0	6	14
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.583

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Traffic Data Site
 Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

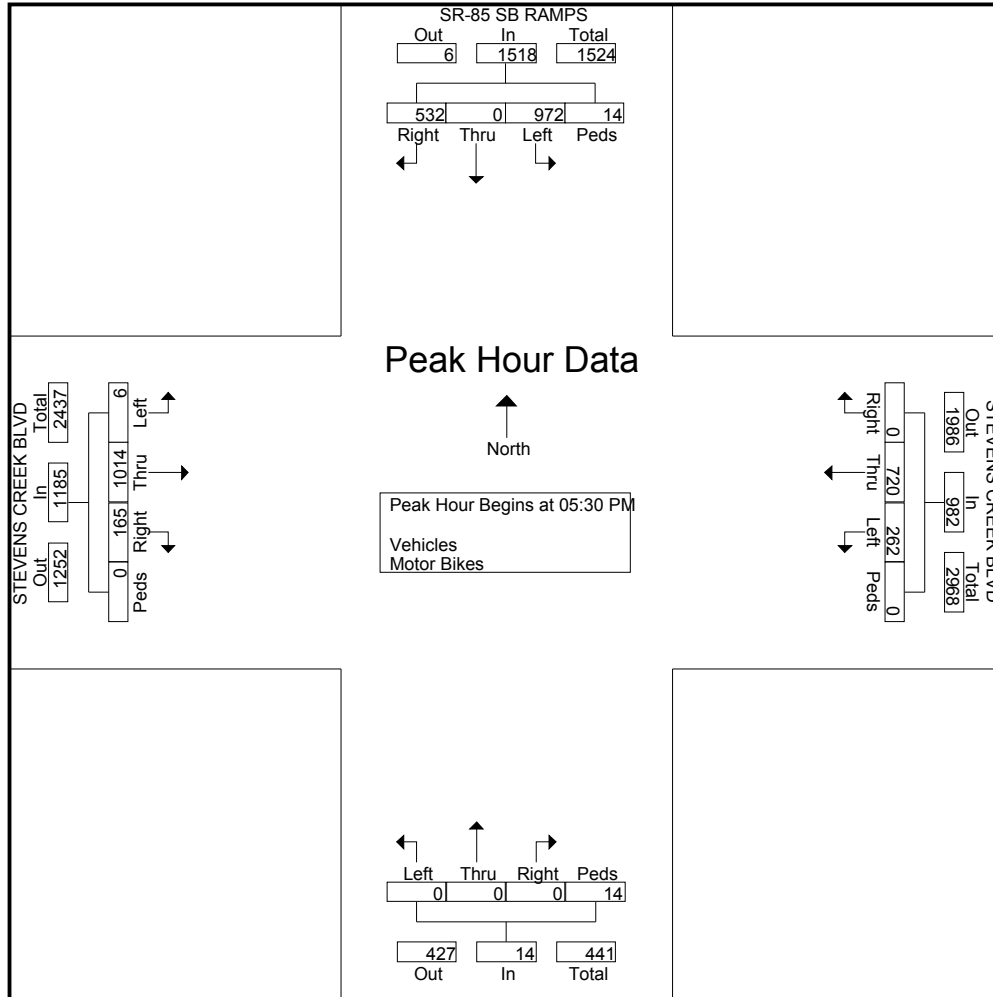
Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	104	1	203	1	309	0	162	44	0	206	0	0	0	3	3	46	232	0	0	278	796
04:45 PM	106	3	233	2	344	0	156	46	0	202	0	0	0	4	4	43	223	0	0	266	816
Total	210	4	436	3	653	0	318	90	0	408	0	0	0	7	7	89	455	0	0	544	1612
05:00 PM	89	0	265	5	359	0	151	48	0	199	0	0	0	2	2	61	305	1	0	367	927
05:15 PM	121	0	208	5	334	0	160	75	0	235	0	0	0	6	6	43	277	2	0	322	897
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
Total	447	0	921	18	1386	0	662	259	0	921	0	0	0	17	17	186	1099	8	0	1293	3617
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Grand Total	952	4	1881	27	2864	0	1349	475	0	1824	0	0	0	29	29	358	2051	9	0	2418	7135
Apprch %	33.2	0.1	65.7	0.9		0	74	26	0		0	0	0	100		14.8	84.8	0.4	0		
Total %	13.3	0.1	26.4	0.4	40.1	0	18.9	6.7	0	25.6	0	0	0	0.4	0.4	5	28.7	0.1	0	33.9	
Vehicles	945	4	1871	27	2847	0	1347	472	0	1819	0	0	0	29	29	358	2051	0	0	2409	7104
% Vehicles	99.3	100	99.5	100	99.4	0	99.9	99.4	0	99.7	0	0	0	100	100	100	100	0	0	99.6	99.6
Motor Bikes	7	0	10	0	17	0	2	3	0	5	0	0	0	0	0	0	0	9	0	9	31
% Motor Bikes	0.7	0	0.5	0	0.6	0	0.1	0.6	0	0.3	0	0	0	0	0	0	0	100	0	0.4	0.4

Start Time	SR-85 SB RAMPS Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	119	0	216	4	339	0	178	67	0	245	0	0	0	8	8	47	271	2	0	320	912
05:45 PM	118	0	232	4	354	0	173	69	0	242	0	0	0	1	1	35	246	3	0	284	881
06:00 PM	142	0	301	4	447	0	172	64	0	236	0	0	0	3	3	40	245	1	0	286	972
06:15 PM	153	0	223	2	378	0	197	62	0	259	0	0	0	2	2	43	252	0	0	295	934
Total Volume	532	0	972	14	1518	0	720	262	0	982	0	0	0	14	14	165	1014	6	0	1185	3699
% App. Total	35	0	64	0.9		0	73.3	26.7	0		0	0	0	100		13.9	85.6	0.5	0		
PHF	.869	.000	.807	.875	.849	.000	.914	.949	.000	.948	.000	.000	.000	.438	.438	.878	.935	.500	.000	.926	.951

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

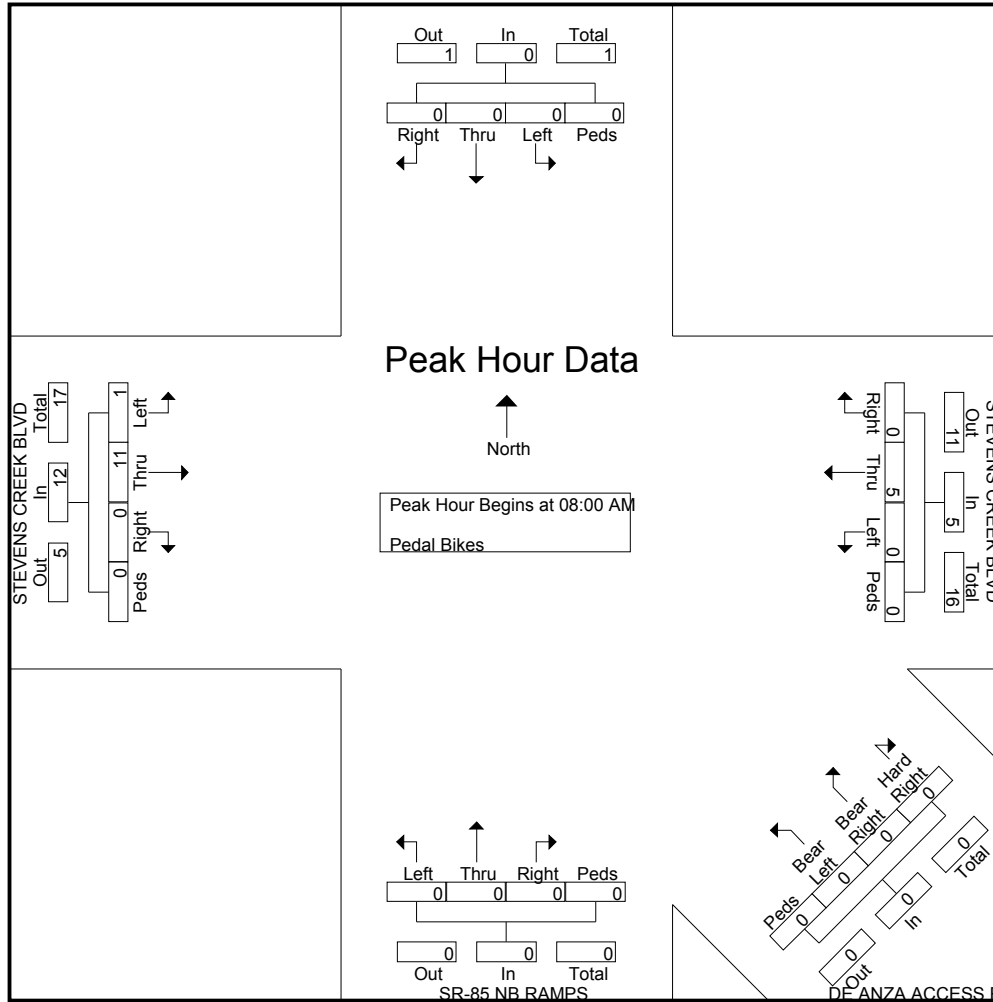
Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	6
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total						20.8										94.7										

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	7
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	17
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	91.7	8.3	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.550	.250	.000	.600	.607

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 10/9/2012
 Page No : 2



Corrections & Comments supporting Draft Site Traffic Data Stevens Creek Feasibility Study

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

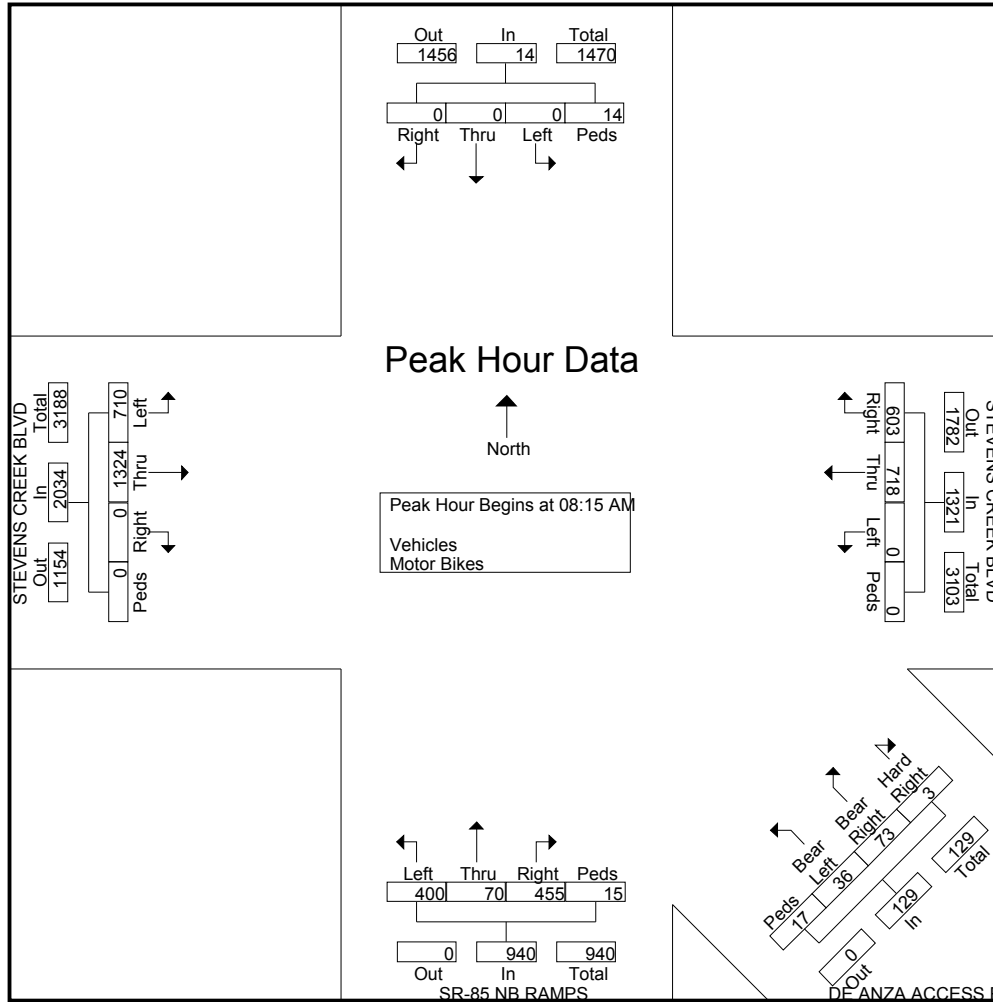
Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	107	77	0	0	184	0	5	6	0	11	66	13	64	0	143	0	226	205	0	431	769
07:45 AM	0	0	0	0	0	109	122	0	0	231	6	7	2	2	17	73	21	101	2	197	0	182	130	0	312	757
Total	0	0	0	0	0	216	199	0	0	415	6	12	8	2	28	139	34	165	2	340	0	408	335	0	743	1526
08:00 AM	0	0	0	3	3	116	143	0	0	259	1	4	2	2	9	124	21	100	0	245	0	249	142	0	391	907
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046
Total	0	0	0	9	9	574	685	0	0	1259	3	71	32	14	120	449	74	408	10	941	0	1209	674	0	1883	4212
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133
09:15 AM	0	0	0	4	4	158	139	0	0	297	0	22	10	3	35	152	6	70	3	231	0	393	169	0	562	1129
Grand Total	0	0	0	21	21	1093	1199	0	0	2292	10	111	56	24	201	870	131	735	20	1756	0	2374	1356	0	3730	8000
Apprch %	0	0	0	100		47.7	52.3	0	0		5	55.2	27.9	11.9		49.5	7.5	41.9	1.1		0	63.6	36.4	0		
Total %	0	0	0	0.3	0.3	13.7	15	0	0	28.6	0.1	1.4	0.7	0.3	2.5	10.9	1.6	9.2	0.2	22	0	29.7	17	0	46.6	
Vehicles	0	0	0	21	21	1091	1197	0	0	2288	10	111	56	24	201	861	131	733	20	1745	0	2360	1353	0	3713	7968
% Vehicles	0	0	0	100	100	99.8	99.8	0	0	99.8	100	100	100	100	100	99	100	99.7	100	99.4	0	99.4	99.8	0	99.5	99.6
Motor Bikes	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9	0	2	0	11	0	14	3	0	17	32
% Motor Bikes	0	0	0	0	0	0.2	0.2	0	0	0.2	0	0	0	0	0	1	0	0.3	0	0.6	0	0.6	0.2	0	0.5	0.4

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:15 AM																										
08:15 AM	0	0	0	4	4	133	172	0	0	305	1	23	12	4	40	120	14	101	4	239	0	394	169	0	563	1151
08:30 AM	0	0	0	0	0	198	177	0	0	375	0	34	8	3	45	101	10	99	3	213	0	283	192	0	475	1108
08:45 AM	0	0	0	2	2	127	193	0	0	320	1	10	10	5	26	104	29	108	3	244	0	283	171	0	454	1046
09:00 AM	0	0	0	8	8	145	176	0	0	321	1	6	6	5	18	130	17	92	5	244	0	364	178	0	542	1133
Total Volume	0	0	0	14	14	603	718	0	0	1321	3	73	36	17	129	455	70	400	15	940	0	1324	710	0	2034	4438
% App. Total	0	0	0	100		45.6	54.4	0	0		2.3	56.6	27.9	13.2		48.4	7.4	42.6	1.6		0	65.1	34.9	0		
PHF	.000	.000	.000	.438	.438	.761	.930	.000	.000	.881	.750	.537	.750	.850	.717	.875	.603	.926	.750	.963	.000	.840	.924	.000	.903	.964

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 10/9/2012
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Campbell, CA
(408) 377-2988
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File Name : 3MID FINAL
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Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

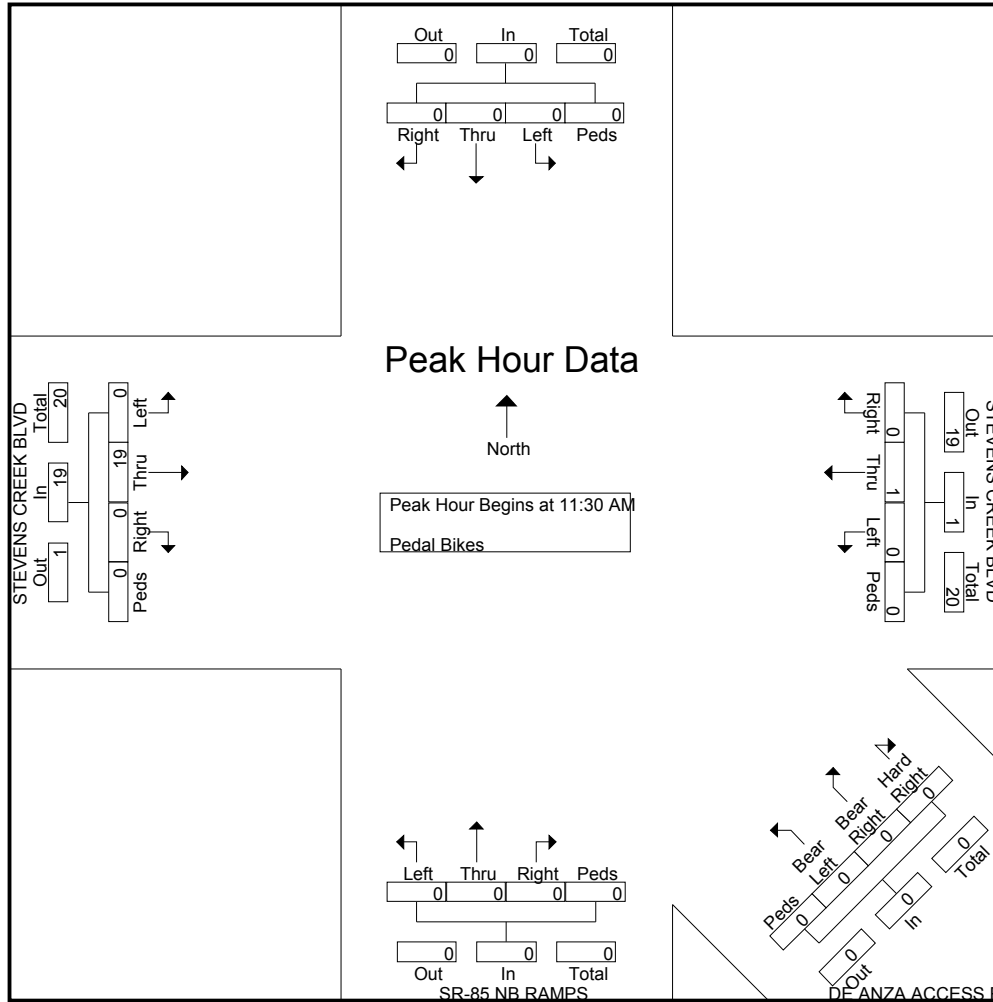
Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Grand Total																									96.3	

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 11:30 AM																										
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	19	0	0	19	20	
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.833	

Corrections & Comments supporting Draft Site Traffic Data

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 tdsbay@cs.com

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Groups Printed- Vehicles - Motor Bikes

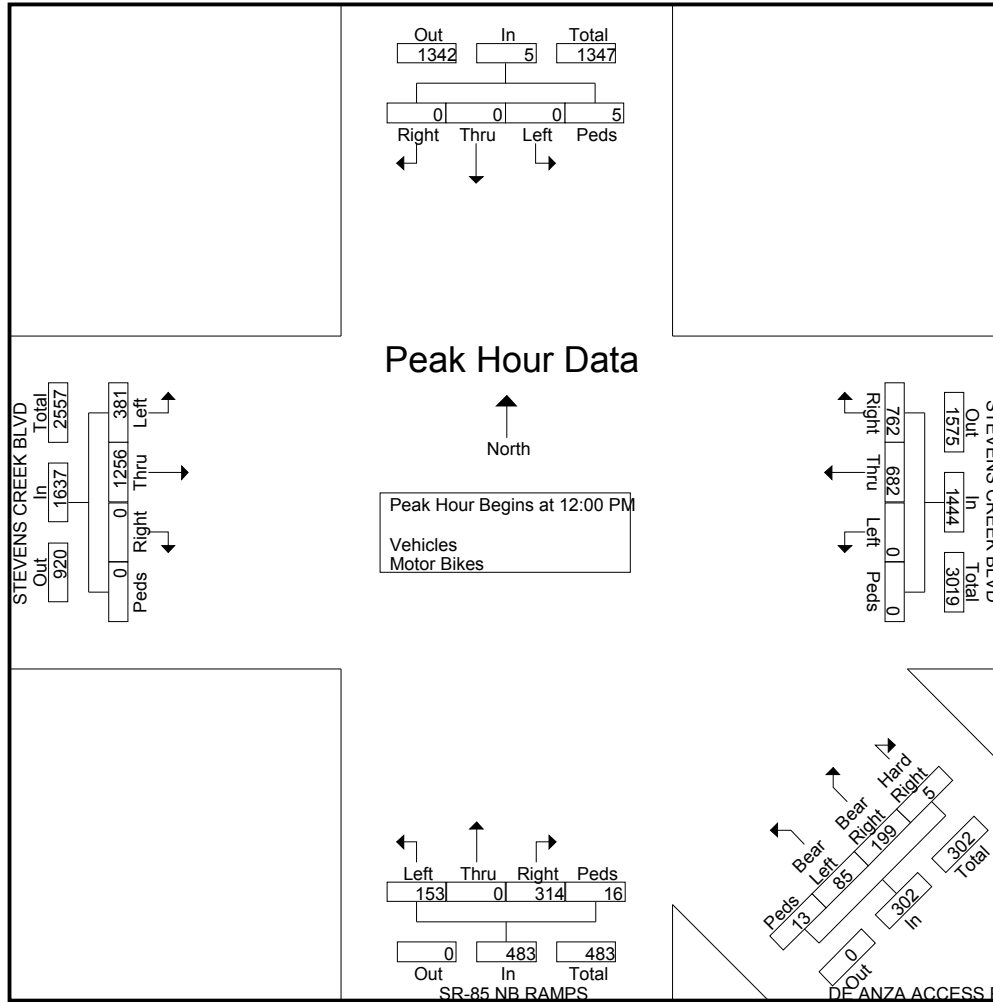
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	212	159	0	0	371	5	69	28	2	104	60	2	33	2	97	0	269	87	0	356	928
11:45 AM	0	0	0	0	0	157	123	0	0	280	2	25	35	0	62	66	3	42	0	111	0	264	117	0	381	834
Total	0	0	0	0	0	369	282	0	0	651	7	94	63	2	166	126	5	75	2	208	0	533	204	0	737	1762
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
01:00 PM	0	0	0	0	0	160	171	0	0	331	0	27	14	1	42	73	1	38	1	113	0	348	99	0	447	933
01:15 PM	0	0	0	0	0	162	184	0	0	346	2	36	30	7	75	88	0	57	7	152	0	339	102	0	441	1014
Grand Total	0	0	0	5	5	1453	1319	0	0	2772	14	356	192	23	585	601	6	323	26	956	0	2476	786	0	3262	7580
Apprch %	0	0	0	100		52.4	47.6	0	0		2.4	60.9	32.8	3.9		62.9	0.6	33.8	2.7		0	75.9	24.1	0		
Total %	0	0	0	0.1	0.1	19.2	17.4	0	0	36.6	0.2	4.7	2.5	0.3	7.7	7.9	0.1	4.3	0.3	12.6	0	32.7	10.4	0	43	
Vehicles	0	0	0	5	5	1450	1313	0	0	2763	12	353	192	23	580	598	6	323	26	953	0	2470	786	0	3256	7557
% Vehicles	0	0	0	100	100	99.8	99.5	0	0	99.7	85.7	99.2	100	100	99.1	99.5	100	100	100	99.7	0	99.8	100	0	99.8	99.7
Motor Bikes	0	0	0	0	0	3	6	0	0	9	2	3	0	0	5	3	0	0	0	3	0	6	0	0	6	23
% Motor Bikes	0	0	0	0	0	0.2	0.5	0	0	0.3	14.3	0.8	0	0	0.9	0.5	0	0	0	0.3	0	0.2	0	0	0.2	0.3

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:00 PM																										
12:00 PM	0	0	0	4	4	138	145	0	0	283	0	42	10	3	55	93	0	23	3	119	0	371	112	0	483	944
12:15 PM	0	0	0	1	1	205	156	0	0	361	4	55	27	2	88	94	0	50	2	146	0	348	93	0	441	1037
12:30 PM	0	0	0	0	0	235	189	0	0	424	1	57	38	4	100	55	0	33	4	92	0	256	82	0	338	954
12:45 PM	0	0	0	0	0	184	192	0	0	376	0	45	10	4	59	72	0	47	7	126	0	281	94	0	375	936
Total Volume	0	0	0	5	5	762	682	0	0	1444	5	199	85	13	302	314	0	153	16	483	0	1256	381	0	1637	3871
% App. Total	0	0	0	100		52.8	47.2	0	0		1.7	65.9	28.1	4.3		65	0	31.7	3.3		0	76.7	23.3	0		
PHF	.000	.000	.000	.313	.313	.811	.888	.000	.000	.851	.313	.873	.559	.813	.755	.835	.000	.765	.571	.827	.000	.846	.850	.000	.847	.933

Corrections & Comments supporting Draft Site Traffic Data Stevens Creek Feasibility Study

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

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Groups Printed- Pedal Bikes

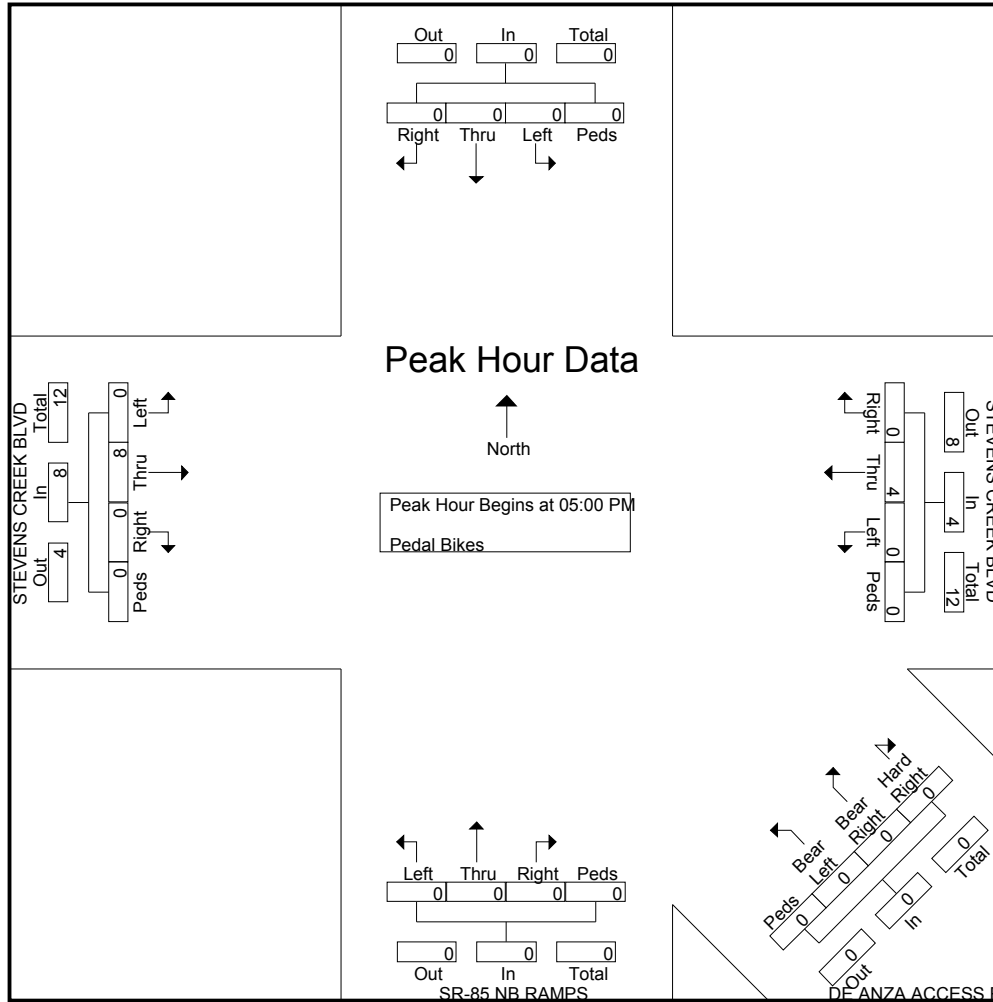
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18
Apprch %	0	0	0	0		14.3	85.7	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	5.6	33.3	0	0	38.9	0	0	0	0	0	0	0	0	0	0	0	61.1	0	0	61.1	

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12
% App. Total	0	0	0	0	0	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

Corrections & Comments supporting Draft Site Traffic Data

Campbell, CA
 (408) 377-2988
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File Name : 3PM FINAL
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Groups Printed- Vehicles - Motor Bikes

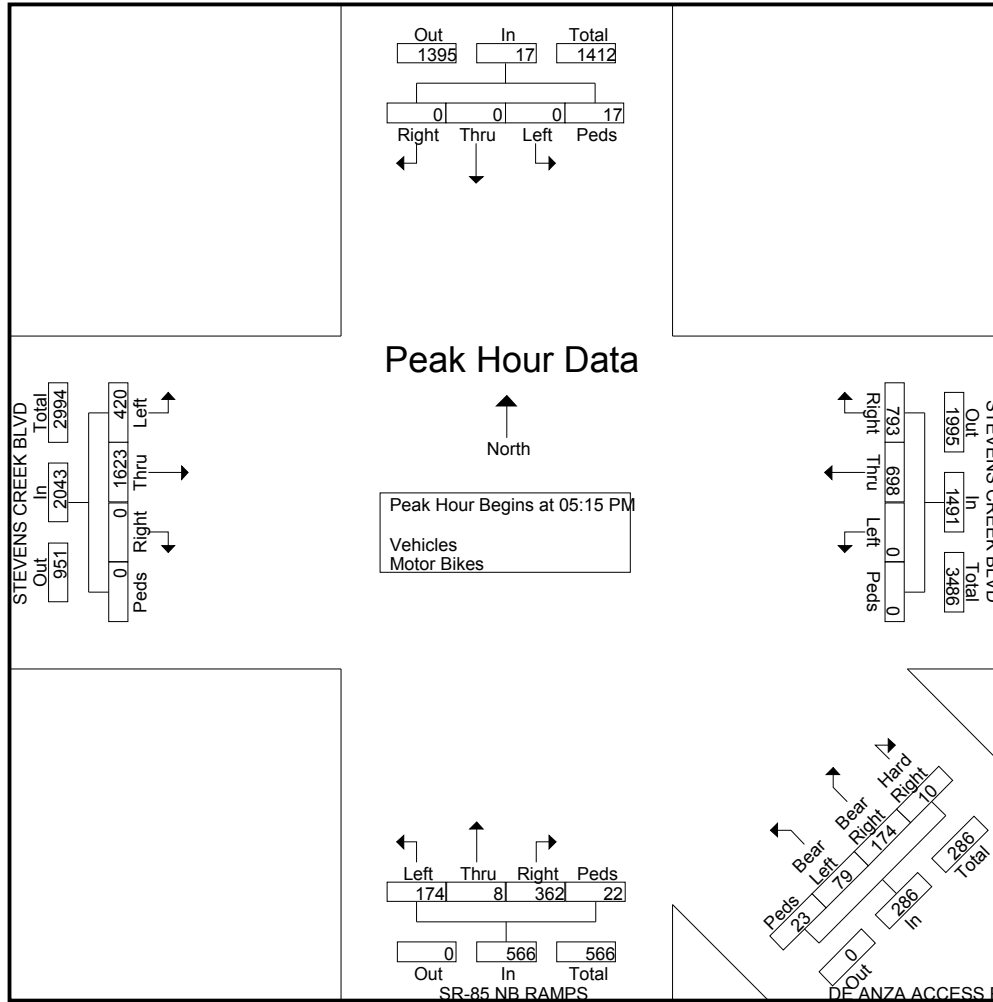
Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	171	144	0	0	315	2	35	9	4	50	50	0	41	4	95	0	338	114	0	452	912
04:45 PM	0	0	0	3	3	153	145	0	0	298	2	34	10	4	50	58	0	47	4	109	0	390	86	0	476	936
Total	0	0	0	3	3	324	289	0	0	613	4	69	19	8	100	108	0	88	8	204	0	728	200	0	928	1848
05:00 PM	0	0	0	6	6	170	146	0	0	316	3	48	16	4	71	64	0	38	4	106	0	432	123	0	555	1054
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	157	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
Total	0	0	0	19	19	789	679	0	0	1468	9	166	65	22	262	323	7	171	22	523	0	1623	457	0	2080	4352
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
06:15 PM	0	0	0	2	2	183	182	0	0	365	1	41	23	3	68	90	0	43	3	136	0	402	113	0	515	1086
Grand Total	0	0	0	28	28	1470	1315	0	0	2785	18	332	137	38	525	624	8	343	37	1012	0	3185	856	0	4041	8391
Apprch %	0	0	0	100		52.8	47.2	0	0		3.4	63.2	26.1	7.2		61.7	0.8	33.9	3.7		0	78.8	21.2	0		
Total %	0	0	0	0.3	0.3	17.5	15.7	0	0	33.2	0.2	4	1.6	0.5	6.3	7.4	0.1	4.1	0.4	12.1	0	38	10.2	0	48.2	
Vehicles	0	0	0	28	28	1467	1311	0	0	2778	17	331	137	38	523	624	8	343	37	1012	0	3169	853	0	4022	8363
% Vehicles	0	0	0	100	100	99.8	99.7	0	0	99.7	94.4	99.7	100	100	99.6	100	100	100	100	100	0	99.5	99.6	0	99.5	99.7
Motor Bikes	0	0	0	0	0	3	4	0	0	7	1	1	0	0	2	0	0	0	0	0	0	16	3	0	19	28
% Motor Bikes	0	0	0	0	0	0.2	0.3	0	0	0.3	5.6	0.3	0	0	0.4	0	0	0	0	0	0	0.5	0.4	0	0.5	0.3

Start Time	Southbound					STEVENS CREEK BLVD Westbound					DE ANZA ACCESS RD Northwestbound					SR-85 NB RAMPS Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:15 PM																										
05:15 PM	0	0	0	6	6	184	181	0	0	365	2	39	14	9	64	85	2	37	9	133	0	417	105	0	522	1090
05:30 PM	0	0	0	4	4	213	168	0	0	381	3	46	20	8	77	89	4	56	8	157	0	356	116	0	472	1091
05:45 PM	0	0	0	3	3	222	184	0	0	406	1	33	15	1	50	85	1	40	1	127	0	418	113	0	531	1117
06:00 PM	0	0	0	4	4	174	165	0	0	339	4	56	30	5	95	103	1	41	4	149	0	432	86	0	518	1105
Total Volume	0	0	0	17	17	793	698	0	0	1491	10	174	79	23	286	362	8	174	22	566	0	1623	420	0	2043	4403
% App. Total	0	0	0	100		53.2	46.8	0	0		3.5	60.8	27.6	8		64	1.4	30.7	3.9		0	79.4	20.6	0		
PHF	.000	.000	.000	.708	.708	.893	.948	.000	.000	.918	.625	.777	.658	.639	.753	.879	.500	.777	.611	.901	.000	.939	.905	.000	.962	.985

Corrections & Comments supporting Draft Site Traffic Data Stevens Creek Feasibility Study

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*The Bicycle Compatibility Index:
A Level of Service Concept,
Implementation Manual*

FHWA-RD-98-095

Table of Contents

- Foreward
- Introduction
- Model development
- Data requirements & assumptions
- BCI & LOS workbook
- Application examples
 - Evaluation of existing conditions
 - Assessment of proposed design alternatives
 - Planning to accommodate bicyclists
- Appendix A - English units BCI model
- Appendix B - Microsoft Excel logic
- References

Foreword

The vision of the 1998 Federal Highway Administration National Strategic Plan is to create the best transportation system in the world, a transportation system that is safe, efficient, and intermodal, allowing all Americans to have access within and beyond their communities. This transportation system will have significantly reduced crashes, delays, and congestion; roads that protect ecosystems and air quality; and will accommodate pedestrians and bicyclists.

One method of accommodating bicycle travel is to develop or improve roadways for shared use by both motor vehicles and bicycles. This document demonstrates the application of the Bicycle Compatibility Index (BCI) to evaluate the capability of urban and suburban roadway sections to accommodate both motorists and bicyclists. The BCI methodology will allow practitioners to evaluate existing facilities and determine and possible improvements and to determine operational and geometric requirements for new facilities.

This report should be of interest to State and local bicycle coordinators, transportation engineers, and planners involved in the design of bicycle

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

$$BCI = 3.67 - 0.966BL - 0.410BLW - 0.498CLW + 0.007CLV + 0.0007OLV + 0.0725SPD + 0.5069PKG - 0.264AREA + AF$$

where:

BL = presence of a bicycle lane or paved shoulder ≥ 0.9 m no = 0 yes = 1	PKG = presence of a parking lane with more than 30 percent occupancy no = 0 yes = 1
BLW = bicycle lane (or paved shoulder) width m (to the nearest tenth)	AREA = type of roadside development residential = 1 other type = 0
CLW = curb lane width m (to the nearest tenth)	AF = $f_t + f_p + f_{rt}$
CLV = curb lane volume vph in one direction	where:
OLV = other lane(s) volume - same direction vph	f_t = adjustment factor for truck volumes (see below)
SPD = 85th percentile speed of traffic km/h	f_p = adjustment factor for parking turnover (see below)
	f_{rt} = adjustment factor for right-turn volumes (see below)

Adjustment Factors

Hourly Curb Lane Large Truck Volume ¹	f_t	Parking Time Limit (min)	f_p
≥ 120	0.5	≤ 15	0.6
60 - 119	0.4	16 - 30	0.5
30 - 59	0.3	31 - 60	0.4
20 - 29	0.2	61 - 120	0.3
10 - 19	0.1	121 - 240	0.2
< 10	0.0	241 - 480	0.1
		> 480	0.0

Hourly Right-Turn Volume ²	f_{rt}
≥ 270	0.1
< 270	0.0

¹ Large trucks are defined as all vehicles with six or more tires.

² Includes total number of right turns into driveways or minor intersections along a roadway segment.

Using the perspectives of more than 200 study participants in three locations (Olympia, WA; Austin, TX; and Chapel Hill, NC), the BCI model was developed for all bicyclists as shown in table 1 (see appendix A for the English units version). The participants rated each of 67 sites included on a videotape with respect to how comfortable they would be riding there under the conditions shown. The ratings were made using a six-point scale where a **one** indicated that the individual would be "extremely comfortable" riding there while a **six** indicated that the individual would be "extremely uncomfortable" riding in those conditions. This model predicts the overall comfort level rating of a bicyclist using the eight significant (at $p \leq 0.01$) variables shown and an adjustment factor (AF) to account for three additional operational characteristics. The basic model (excluding the adjustment factor) has an R^2 -value of 0.89, indicating that 89 percent of the variance in the index or comfort level of the bicyclist is explained by the eight variables included in the model. In other words, the model is a reliable predictor of the expected comfort level of bicyclists on the basis of these eight variables describing the geometric and operational conditions of the roadway. The variable with the largest effect on the index is the presence or absence of a bicycle lane or paved shoulder (**BL**); the presence of a bicycle lane (paved shoulder) that is at least 0.9 m wide reduces the index by almost a full point, indicating an increased level of comfort for the bicyclist. Increasing the width of the bicycle lane or paved shoulder (**BLW**) or the curb lane (**CLW**) also reduces the index as does the presence of residential development along the roadside (**AREA**). On the other hand, an increase in traffic volume (**CLV** and **OLV**) or motor vehicle speeds (**SPD**) increases the index, indicating a lower level of comfort for the bicyclist. The presence of on-street parking (**PKG**) also increases the index.

In addition to the primary variables included in the BCI model, three additional variables defining specific operating conditions were also examined. These supplemental variables were identified during the pilot phase of the study as having a potential impact on the comfort level of bicyclists and included the presence of: 1) large trucks or buses, 2) vehicles turning right into driveways, and 3) vehicles pulling into or out of on-street parking spaces. An analysis of the overall comfort level ratings made when viewing video clips illustrating these conditions showed all three of these variables to significantly increase the index, thus indicating a lower level of comfort when these conditions were present. For all bicyclists, the overall mean rating increased by 0.50 when large trucks or buses were present. When there were vehicles pulling into or out of parking spaces, the average rating increased by 0.60. And finally, the presence of right-turning vehicles resulted in an increase in the mean rating of 0.10.

While the corrections and comments supporting the Draft Stevens Creek Feasibility Study are being reviewed, the results of the limited sample do indicate a need for adjustment to the BCI model when large trucks or buses are present, when there is a high number of vehicles pulling into or out of on-street parking spaces, or when there is a high volume of right-turning vehicles. Thus, a series of adjustment factors that can be added to the model have been developed for each of these scenarios (see table 1). These factors were developed based on the theory that the conditions shown to the survey participants represented worst-case scenarios and, subsequently, the increase in the overall mean comfort level rating represented the maximum adjustment that would be required.

It should be noted that one variable not included in the development of the BCI model was the grade of the roadway. Results from a preliminary effort showed that changes in grade of 2 percent or less were not distinguishable on the video. The advantages of using video, including not exposing bicyclists to high-risk conditions, incorporating a much larger sample of sites, and controlling specific variables to ensure all subjects were exposed to identical conditions, were believed to outweigh the absence of this one variable. It is also believed that the variables having the most significant effect on the bicycle compatibility of a roadway have been included in the BCI model. Specifically, the variables of width, speed, volume, and on-street parking were shown to have the greatest impact on the index. At this time, the impact of grade relative to these and the other significant variables included in the model is unknown but may be determined in future research efforts.

Once the BCI model was developed, bicycle level of service (LOS) criteria were established based on the results of applying the model to the sites included in this study. Currently, there are no bicycle LOS criteria provided in the *Highway Capacity Manual*.⁵ However, the definition of LOS according to the manual is founded on the concept of users' perceptions of qualitative measures that characterize the operational conditions of the roadway. Two of the terms used in the manual to describe LOS are comfort/convenience and freedom to maneuver. Both of these terms are applicable to bicyclists and are directly reflected in the BCI since the rating scale used by the study participants was an indication of comfort level.

Table 2. Bicycle Compatibility Index (BCI) ranges associated with level of service (LOS) designations and compatibility level qualifiers.

LOS	BCI Range	Compatibility Level ¹
A	≤ 1.50	Extremely High
B	1.51 - 2.30	Very High
C	2.31 - 3.40	Moderately High
D	3.41 - 4.40	Moderately Low
E	4.41 - 5.30	Very Low
F	> 5.30	Extremely Low

¹ Qualifiers for compatibility level pertain to the average adult bicyclist.

Thus, using the distribution of BCI values produced from the representative set of locations included in this study, LOS designations were established for LOS A through LOS F as shown in table 2. LOS A (represented by an index ≤ 1.50) indicates that a roadway is extremely compatible (or comfortable) for the average adult bicyclist while LOS F (represented by an index > 5.30) is an indicator that the roadway is extremely incompatible (or uncomfortable) for the average adult bicyclist.

In developing the BCI model, several other issues were addressed, including the effect of bicycling experience level on perceived comfort levels. Using the results from a questionnaire completed by the participants, the bicyclists were stratified into three groups based on their riding habits, such as number of bicycle trips per week and types of facilities used (e.g., major roadways vs. bicycle paths). A comparison of the comfort level ratings of these three groups showed that **casual recreational** bicyclists were generally less comfortable across all sites than **experienced recreational or experienced commuter** bicyclists. As a result of these differences, separate BCI models were produced for each of the three groups in addition to the model for **all** bicyclists. However, in real-world applications, it is most likely that bicyclists of all experience levels will have the opportunity to ride on any given segment of roadway. Thus, it is recommended that the BCI model developed for all bicyclists and shown in table 1 be used without modification for most applications. **It is important to note that the LOS designations shown in table 2 were developed on the basis of this model, and thus are only applicable to results produced with the "all bicyclists" model.**

Notwithstanding, when the practitioner knows that the large majority of riders are indeed casual bicyclists, the approach that should be used to ensure that facilities meet the desired comfort levels of this group is to simply design for a higher level of service. The results of the research showed that the model developed for the **casual** bicyclist, on average, produced BCI values that were 0.14 to 0.38 greater than those produced by **all** bicyclists. The differences in BCI values between LOS designations are, on average, 1.0 (see table 2). By designing for a higher LOS (e.g., LOS B rather than LOS C) on a facility known to attract a high number of casual bicyclists, the necessary comfort level for this group of bicyclists can be achieved with the BCI model as it is currently developed. **Note that where casual bicyclists are expected, the facility should always be designed at LOS C or better.**

Appendix G: Public
Involvement Findings



Corrections & Comments supporting Draft Stevens Creek Feasibility Study

PUBLIC INVOLVEMENT FINDINGS

The development of the Parks of the Future Plan has relied heavily on public input and involvement. Community participation and feedback contributes to the overall success of the Plan.

Phase II of the plan development process involved significant outreach to the community through a series of public involvement efforts, including a community web and paper-based questionnaire, a statistically valid telephone survey, several community intercept events at Sunnyvale public gatherings and festivals, four focus group meetings with a wide-range of park users and enthusiasts, and email correspondence from community members that were received through the planning project website. During Phase III, the project team held Community Workshops which elicited additional public input. Through these forums, community members identified major park and recreation needs and priorities, and also commented on draft recommendations.

This Appendix to the Parks of Future Plan includes public involvement findings from the following public outreach events:

- **Telephone Survey Summary**

A random-digit dial, statistically valid survey was administered in November 2007 by a public opinion research firm, Godbe Research. More than 400 Sunnyvale residents aged 18 and older participated in the survey. The survey was designed to solicit Sunnyvale residents' preferences and priorities for parks and recreation facilities in Sunnyvale. The feedback obtained through the various public outreach efforts is used to interpret the demand for parks, facilities, and programs.

- **Community Web Summary**

Administered through the Parks of the Future website and print copies located at parks facilities throughout Sunnyvale, the web questionnaire was designed specifically for adults to collect information on parks and program usage, program and facility needs, and priorities.

The questionnaire was available online from January- February 2008. Hard copies were made available at various Department facilities during early 2008.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

SUNNYVALE PARKS OF THE FUTURE PLAN

Responses to the paper questionnaire were combined with the overall survey results. The questions were closely modeled after the statistically valid phone survey (described previously), providing an additional opportunity for Sunnyvale residents to give input to the Parks of the Future planning efforts. Surveys were made available in Spanish and Mandarin, but less than 5 were completed in either language. Results from these surveys were included in the overall findings.

- **Focus Group Summary**

Four focus groups were conducted in March 2008 with members of key stakeholder groups in Sunnyvale. These meetings and their number of participants (noted in parentheses) are included: Arts and Cultural Institutions (4), Neighborhood Associations (7), Youth and Adult Sports Groups (22) and General Stakeholders (6). Each group answered questions and voiced their opinions regarding park and recreation issues, current needs, their future vision for the parks system, and critical partners who can help achieve that vision.

- **Intercept Event Survey Summary**

Three intercept events were held in Sunnyvale during the Parks of the Future Planning process. MIG staff administered a survey at the fall 2007 Pancake Breakfast. Sunnyvale Park and Recreation Staff administered surveys at the 2008 Health and Safety Fair, and Sunnyvale Hands on the Arts event. These events allowed residents to identify park and facility priorities as well strengths and weaknesses of the current system.

- **Community Workshop Result Summaries**

Two community workshops were held, on July 24, 2008 and on September 18, 2008. On July 24, participants had the opportunity to review draft recommendations and strategies for parks and recreation in the City of Sunnyvale. Community members provided feedback on the draft vision, strategic direction, values, system-wide recommendations, and park-by-park needs. On September 18, participants had the opportunity to provide input on financing options and development priorities.

- **Town Square Input Summary**

Members of the public were invited to submit open comments regarding any issue through the project's website, www.parksofthefuture.com. Thirty comments were received on a wide variety of subjects.



GODBE RESEARCH
Gain Insight

2007 PARKS AND RECREATION SURVEY

Presented to the City of Sunnyvale

Final Report

February 2008

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

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Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Overview and Research Objectives

The City of Sunnyvale commissioned Godbe Research to conduct a survey to gather resident opinion on a number of issues relating to local parks and recreation programs and services. The *Research Objectives* are to:

- Identify the top leisure activities that Sunnyvale residents engage in;
- Prioritize the recreational facilities for future planning based on resident-perceived importance and participation in various sports or activities and usage of local parks and sites or facilities for recreation;
- Learn respondent views on existing and potential sports and recreational facilities in the City;
- Identify differences in opinions due to demographic characteristics.

This report begins with an *Executive Summary*, which includes a summary of key findings from the survey, as well as conclusions and recommendations.

The *Key Findings* section offers a question-by-question analysis of the survey. The discussion is organized into the following sections:

- Top Leisure Activities
- Important Sports and Recreation
- Important Recreational Facilities
- Important Recreational Programs
- Participation in Sports and Recreation
- Use of Recreational Facilities
- Participation in Recreational Programs
- Importance Usage Matrix
- Reasons for Non-Participation
- Additional Important Program or Facility
- Need for 9-Hole Golf Course
- Support for Redevelopment of the 9-Hole Golf Course
- Support for Teen Center
- Support for Sports Complex
- Preferred Information Sources

Appendix A presents *Additional Respondent Information*.

Appendix B includes a detailed *Research Methodology*, which explains the methods and procedures used to conduct this research. This section also includes a guide on how to interpret the detailed crosstabulation tables presented in Appendix E.

Appendix C provides the *Topline Report* with overall survey results.

Appendix D presents the complete *Questionnaire* used for the study.

Appendix E presents the complete *Crosstabulation Tables*.

Methodology Overview		GODBE RESEARCH Gain Insight
➤ Data Collection	Telephone Interviewing	
➤ Universe	104,479 Adult residents in the City of Sunnyvale	
➤ Fielding Dates	November 27 to December 4, 2007	
➤ Interview Length	16 minutes	
➤ Sample Size	407	
➤ Margin of Error	± 4.8%	

Survey Methodology

A total of 407 respondents completed the survey representing a total universe of approximately 104,479 adult residents in the City of Sunnyvale, producing a margin of error of plus or minus 4.8 percent. Interviews were conducted from November 27 through December 3, 2007, and the average interview lasted 16 minutes. Three interviews were conducted in Spanish, and seven in Mandarin.

Sample & Weighting

The respondents for this study were selected using random digit dialing (RDD), which randomly selects phone numbers from the active residential phone exchanges within the area of the study. Interviewers first asked potential respondents a series of questions referred to as "Screeners," which were used to ensure that the person lived in the City of Sunnyvale and was at least 18 years old. Another screener was used to correct one of the inherent tendencies of the RDD method to oversample older residents and women, because they are often more likely to be at home during the early evening or on the weekend and also are more likely to answer the telephone. In order to correct this bias, interviewers asked to speak to the youngest adult male currently available in the household. If an adult male was not available at the time of the call, the interviewer asked to speak to the youngest adult female available.

Once collected, the data were compared with the 2006 U.S. Census Estimates to examine possible differences between the sample and the population of adult residents in the City on major demographic variables. After examining the demographic characteristics, the data were weighted by gender, age, and ethnicity to mirror the characteristics of the adult population in the City.

Randomization of Questions

To avoid the problem of systematic position bias – where the order in which a series of questions is asked could systematically influence the answers – several questions in this survey were randomized such that respondents were not consistently asked the questions in the same order. The series of items in Questions 2, 3, 4, 5, 6, and 7 were randomized to avoid such systematic position bias.



This section of the report presents a summary of important findings from the 2007 parks and recreation survey.

Executive Summary I

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- **Top Leisure Activities**
 - 38% - Active outdoor sports or recreational activities
- **Important Sports or Recreational Activities**
 - 93% - Walking or hiking
 - 81% - Swimming
 - 80% - Biking
- **Important Recreational Facilities or Sites**
 - 94% - Open space parks
 - 87% - Children's play areas
- **Important Recreational Programs or Classes**
 - 92% - Health and fitness programs
 - 80% - Programs for the physically or mentally challenged
 - 84% - Adult programs

Based on the objectives of this study, Godbe Research is pleased to offer the following summary of findings and recommendations to the City of Sunnyvale Parks and Recreation Department.

Top Leisure Activities

Overall, "Active outdoor sports and recreational activities" (38%) was identified as the top leisure activity by the Sunnyvale residents. Fewer than 15 percent of the residents in the survey cited "Outdoor social gatherings" (13%), "Movies" (12%), and "Reading" (11%) as their favorite past-time activities. Substantially more of the men and the respondents having children at home mentioned active outdoor sports as their favorite leisure activity.

Important Sports or Recreational Activities

At least 80 percent of the surveyed residents thought that "Walking or hiking" (93%), "Swimming" (81%), and "Biking" (80%) were important to them. To a lesser extent, "Jogging" (72%) and "Soccer" (66%) were identified as the next most important sports or recreational activities for the Sunnyvale residents. In terms of subgroup differences, the top recreational activities were more important to the younger residents than to those over the age of 60. In addition to this, walking or hiking was more important to the women, while swimming was more important to the Asian residents.

Important Recreational Facilities or Sites

The facilities or sites for recreation that were of highest importance to the Sunnyvale residents include "Open space parks, such as Baylands Park" (94%) and "Children's play areas" (87%). Looking at subgroup differences, children's play areas were more important to the residents between the ages of 18 and 44 years, of Hispanic or Asian descent, having children at home, and residing in the zip code 94085.

Important Recreational Programs or Classes

When asked to rate the importance of various recreational programs and classes, "Health and fitness programs" (92%), "Adult programs" (84%), and "Programs for community members with physical or mental challenges" (80%) emerged as the top responses. Of these, the younger age groups (18 to 44 years) attributed higher importance to health and fitness programs, whereas the other two programs were more important to the residents of Hispanic descent and to those living in the zip code 94085.



Executive Summary II

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- Sports and Recreational Activities with Most Frequent Participation
 - 88% - Walking or hiking
 - 62% - Biking
 - 61% - Swimming
- Most Frequently Used Recreational Facilities or Sites
 - 79% - Open space parks
 - 67% - Trails
 - 60% - Outdoor sports fields
- Most Frequently Used Recreational Programs or Classes
 - 44% - Health and fitness programs
 - 31% - Adult programs
 - 30% - Sports leagues
- 3% Non-usage of City's recreational facilities or programs

Sports and Recreational Activities with Most Frequent Participation

The frequency of participation in a sport or recreational activity has a direct relationship to its perceived importance. Therefore, not surprisingly, the most important activities, "Walking or hiking," "Biking," and "Swimming" were also the activities in which more than 60 percent of the respondents reported participating at least a few times a year. The residents younger than 45 reported higher participation in biking, and those between the ages of 18 and 59 years participated more frequently in swimming. At least two of these activities had reportedly higher participation by the Asian respondents and by those having children at home.

Most Frequently Used Recreational Facilities or Sites

Similar to the sports and recreational activities, the most important facility, "Open space parks," was also the one of which Sunnyvale residents reported the most frequent usage (79% at least a few times a year). In addition to this, "Trails" (67%) and "Outdoor sports fields" (60%) were the other two frequently used facilities. With reference to subgroup differences, at least one of the top three recreational facilities or sites were used more frequently by the men, the respondents younger than 60 years old, having children at home, and of Hispanic or Asian descent.

Most Frequently Used Recreational Programs or Classes

Overall, each of the 14 recreational programs and classes tested garnered relatively low participation ratings. The relatively more frequently used programs were "Health and fitness programs" (44% at least a few times a year), "Sports leagues" (30%), and "Adult programs" (31%). With regard to participation, health and fitness programs were used by Asian respondents more frequently than their Caucasian counterparts. Otherwise, those of Hispanic descent, and having children at home participated in sports leagues more often. Similarly, both health and fitness programs and sports leagues were used more frequently by the respondents between the ages of 18 and 29 years.

Non-Usage of City's Recreational Facilities or Programs

Only about three percent of the residents (n = 11) surveyed did not participate in any of the tested recreational facilities or programs offered by the City of Sunnyvale.

Executive Summary III

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- Other Important Sports and Recreational Facilities or Programs
 - 28% - Nothing
 - 17% - Walking or hiking trails
 - 10% - Swimming pools
- Top Priorities for Planning Efforts
 - Sports and recreational activities – Walking or hiking, swimming, jogging, and biking
 - Parks and recreational facilities – Open space parks, picnic areas, outdoor sports fields, trails, and swimming pools
 - Recreational programs or classes – Health and fitness programs, adult programs, music classes, sports leagues, youth programs, arts and craft classes, and aquatics classes

Other Important Sports and Recreational Facilities or Programs

When the respondents were asked to name other facilities or programs that were important to their household, 28 percent did not make any suggestions. Some respondents reiterated the importance of “Walking or hiking trails” (17%) and “Swimming pools” (10%).

Top Priorities for Planning Efforts

From the matrix plotting the importance of various sports, recreational activities, facilities, and programs and the usage reported for each one of them, several areas emerged as potential priorities for maintenance and improvements. These recommendations are based strictly on the survey analysis, and Godbe Research recognizes that other factors come into play in the Department’s planning efforts.

The sports and recreational activities that were rated relatively high in importance as well as usage are: walking or hiking, swimming, biking, and jogging.

With respect to recreational facilities or sites, the top priorities for planning according to the survey analysis are open space parks, picnic areas, outdoor sports fields, trails, and swimming pools.

Finally, the recreational programs and classes identified as potential areas for improvement and maintenance include health and fitness programs, youth and adult programs, sports leagues, and music, arts and craft, and aquatics classes.

Executive Summary IV

GODBE RESEARCH
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- Conversion of the 9-Hole Golf Course
 - 55% Thought the 9-hole course was not needed after conversion of the 18-hole course into a full-service golfing facility
 - 70% Support for the conversion of the 9-hole golf course into a multi-purpose facility with sports fields and teen center
- 67% Support for development of a free standing teen center
- 65% Support for a large, multi-use sports complex
- Preferred Sources for Parks and Recreation Information
 - 25% - City's website
 - 24% - Newspapers
 - 16% - City's activity guide

Potential Sports and Recreational Development Projects

When provided with information about the two golf courses in Sunnyvale, more than half of the respondents (55%) thought that a separate 9-hole golf course was not necessary if the 18-hole golf course were converted into a full-service golfing facility with the necessary amenities for training and warm-up purposes. Among these respondents, 70 percent were supportive of the conversion of the 9-hole golf course into a multipurpose facility with baseball and soccer ball fields, and a teen center. The residents between the age of 30 and 44, of Hispanic descent, and living in the zip code 94085 supported the development of the multipurpose facility for recreation.

Two-thirds of the surveyed residents (67%) were in support of the development of a free-standing teen center, rather than sharing space with other community uses. The support was especially stronger among the 30-to-44-year-old residents, of Hispanic descent, and living in the zip code 94085.

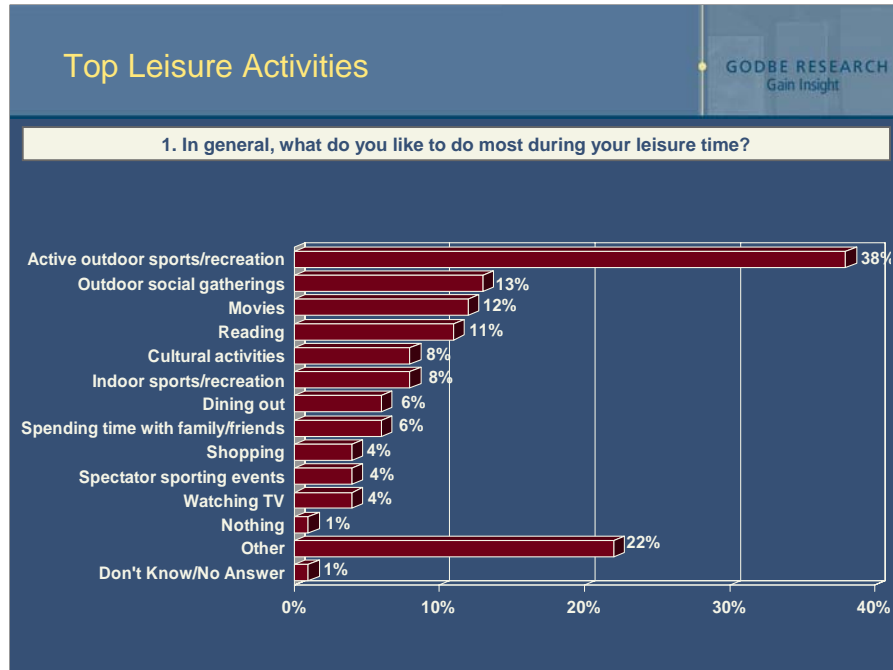
Likewise, 65 percent indicated their support for the development of a large, multi-use sports complex with baseball and soccer ball fields. In terms of subgroup differences, those between the age of 30 and 44, of Hispanic or Asian descent, and having children at home were more supportive of the multi-use sport complex.

Preferred Sources for Parks and Recreation Information

Finally, the sources that Sunnyvale residents referred to most often for getting information about parks and recreation in the City were "City's website" (25%), "Newspapers" (24%), and "City's Activity Guide" (16%). Substantially more of those younger than 60 years and of Asian descent used the City's website to get information about local parks and recreation. On the other hand, the Caucasian and Hispanic residents along with those not having children at home used newspapers to get this information, while the women used the City's activity guide for this purpose. Additionally, the residents of zip code 94089 used the City's activity guide as well as the newspapers for obtaining information about local parks and recreation services.



The Key Findings section of the report offers a question-by-question analysis of the survey, along with the differences in results observed across important respondent subgroups.



With the first substantive question in the survey, the respondents were asked to indicate what they like to do the most during their leisure time. This question was designed to gauge what Sunnyvale residents like to do in their own words (i.e., not prompted with multiple choices), and where the City's parks and recreational facilities and programs might fit into these residents' lifestyle and serve their most important past-times.

As shown in the chart above, 38 percent of the respondents stated that they liked "Active outdoor sports or recreational activities." A few of the other leisure activities mentioned by the respondents were "Outdoors social gatherings like picnicking or barbequing" (13%), "Movies" (12%), and "Reading" (11%). Another eight percent of the survey respondents cited "Cultural activities, like theater, musical or art performances" and "Indoor sports or recreational activities" as their favorite past-time activities.

Of particular relevance to the City of Sunnyvale Parks and Recreation Department, the priorities for planning could be facilities related to a few of the top past-time activities like active outdoor sports or recreation, outdoor social gatherings, cultural activities, and indoor sports or recreational activities.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age				Children in the Household	
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
Total		212	195	80	148	102	71	183	222
Active outdoor sports or recreational activities		43.6%	31.1%	44.6%	38.0%	34.1%	34.2%	42.8%	33.0%
Outdoor social gatherings, like picnicking or barbequing		10.1%	15.4%	10.0%	13.9%	13.6%	12.7%	13.4%	12.1%
Movies		10.4%	14.6%	16.4%	12.3%	11.4%	9.5%	9.3%	14.8%
Reading		6.4%	15.5%	7.3%	10.4%	13.0%	11.7%	6.6%	14.2%
Cultural activities, like theater, musical or art performances		7.8%	8.0%	3.0%	5.4%	9.7%	15.2%	4.3%	10.9%
Indoor sports or recreational activities		6.2%	9.0%	4.1%	5.2%	13.9%	7.4%	5.9%	9.0%

In addition to looking at the overall results for a particular question, it is also useful to examine the responses given by the participants from different demographic and behavioral groups. Throughout this report, the segmentation cuts in which the City of Sunnyvale is particularly interested are included, with statistically significant differences in any segment called out. For percentages and means broken down by other segments not explicitly discussed in this detailed portion of the report, please see Appendix E.

Gender

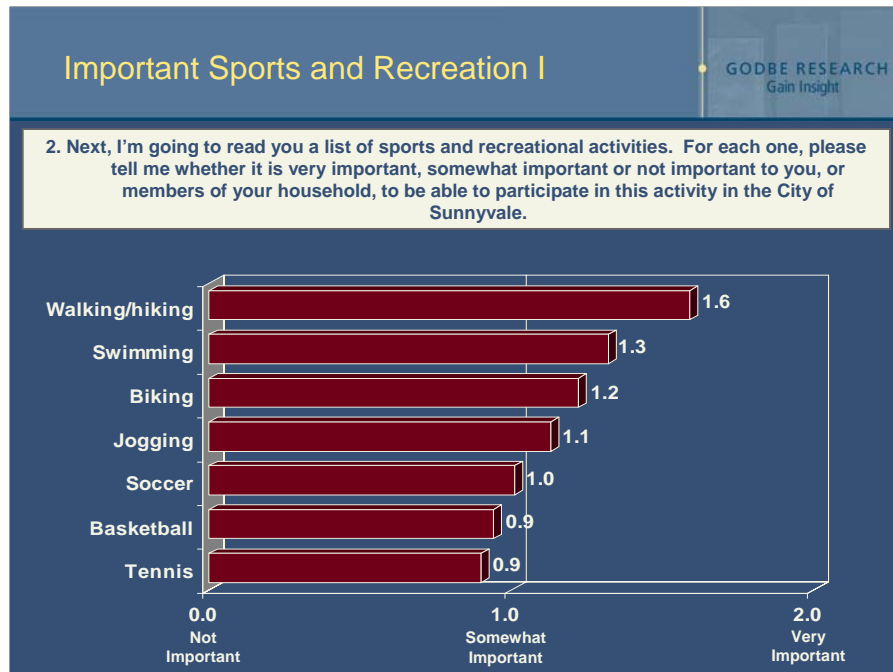
A significantly higher percentage of the men cited “Active outdoor sports or recreational activities” as their favorite past-time activities, while a higher percentage of the women liked “Reading” during their leisure time.

Age

“Cultural activities, like theater, musical or art performances” was a favorite leisure activity for a higher percentage of the 60-years-and-older residents than for the 18-to-29-year-old respondents.

Children in the Household

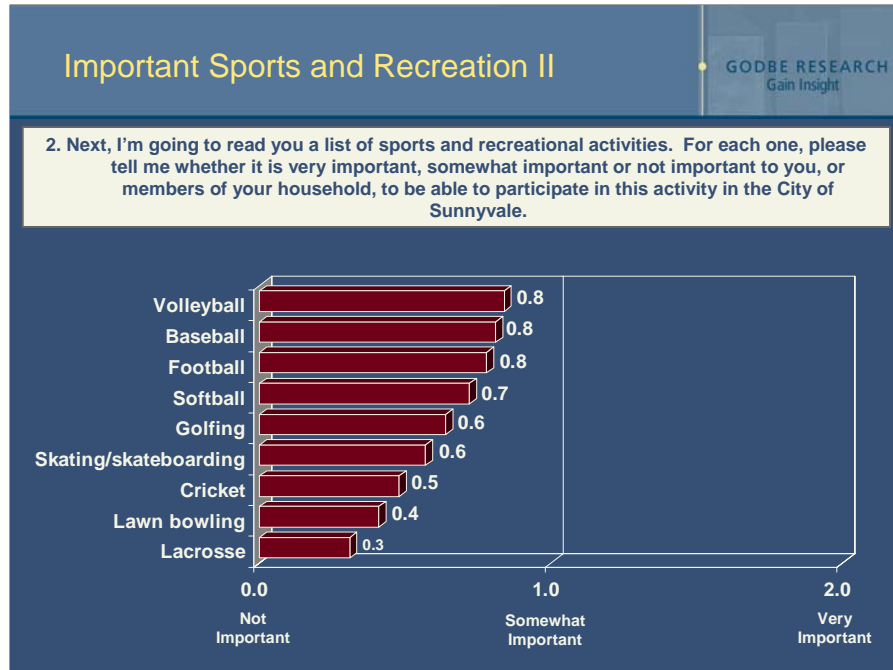
A higher percentage of those having children at home liked “Active outdoor sports and recreational activities,” whereas more of those not having children at home liked “Reading” and “Cultural activities, like theater, musical or art performances.”



With the next question in the survey, the respondents were given a list of 16 specific sports and recreational activities and were asked to rate the importance of each sport or recreational activity to them or to the members of their household. The responses to this question were recoded such that mean scores could be calculated (“Very Important” = +2, “Somewhat Important” = +1, “Not Important” = 0).

The chart above shows that five of the 16 sports and recreational activities tested were rated as at least “Somewhat Important” by the residents of Sunnyvale. In particular, the average respondent attributed the highest importance to “Walking or hiking,” with a mean score of 1.6. Following this, “Swimming” (1.3), “Biking” (1.2), and “Jogging” (1.1) were rated next in the order of importance. To a lesser extent, active sports like “Soccer” (1.0), “Basketball” (0.9), and “Tennis” (0.9) were also considered as somewhat important by the Sunnyvale residents.

To put these mean scores into perspective, the percentage breakdown for one of the most important recreational activities, “Walking or hiking,” was 65 percent “Very Important,” 28 percent “Somewhat Important,” seven percent “Not Important,” and one percent “Don’t Know/No Answer.”



Outside of the top tier of important sports, activities like volleyball, baseball, and football ranked relatively low in importance, each with a mean score of 0.8. Finally, the sports identified as the least important to the Sunnyvale residents include “Cricket” (0.5), “Lawn bowling” (0.4), and “Lacrosse” (0.3).

Again, to put these mean scores into perspective, the percentage breakdown for the least important sport, “Lacrosse,” was six percent “Very Important,” 19 percent “Somewhat Important,” 71 percent “Not Important,” and four percent “Don’t Know/No Answer.”

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age			
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older
2I. Walking or hiking		1.5	1.7	1.6	1.6	1.7	1.4
2H. Swimming		1.3	1.4	1.4	1.6	1.3	0.9
2K. Biking		1.3	1.2	1.2	1.4	1.3	0.8
2J. Jogging		1.1	1.1	1.4	1.3	1.0	0.7
2F. Soccer		1.0	1.0	1.3	1.1	0.9	0.6
2B. Basketball		0.9	1.0	1.1	1.0	0.9	0.7
2A. Tennis		0.9	0.9	1.1	1.0	0.9	0.5

		Ethnicity				Children in the Household	
		Caucasian	Hispanic	Asian	Other	Yes	No
2I. Walking or hiking		1.6	1.6	1.6	1.4	1.6	1.6
2H. Swimming		1.2	1.4	1.5	1.2	1.6	1.1
2K. Biking		1.2	1.3	1.2	1.2	1.3	1.1
2J. Jogging		0.9	1.4	1.4	1.0	1.3	1.0
2F. Soccer		0.9	1.6	1.0	1.0	1.3	0.8
2B. Basketball		0.8	1.3	1.0	1.1	1.2	0.7
2A. Tennis		0.6	0.9	1.2	0.8	1.1	0.8

Gender

“Walking or hiking” was more important to the female respondents than to their male counterparts.

Age

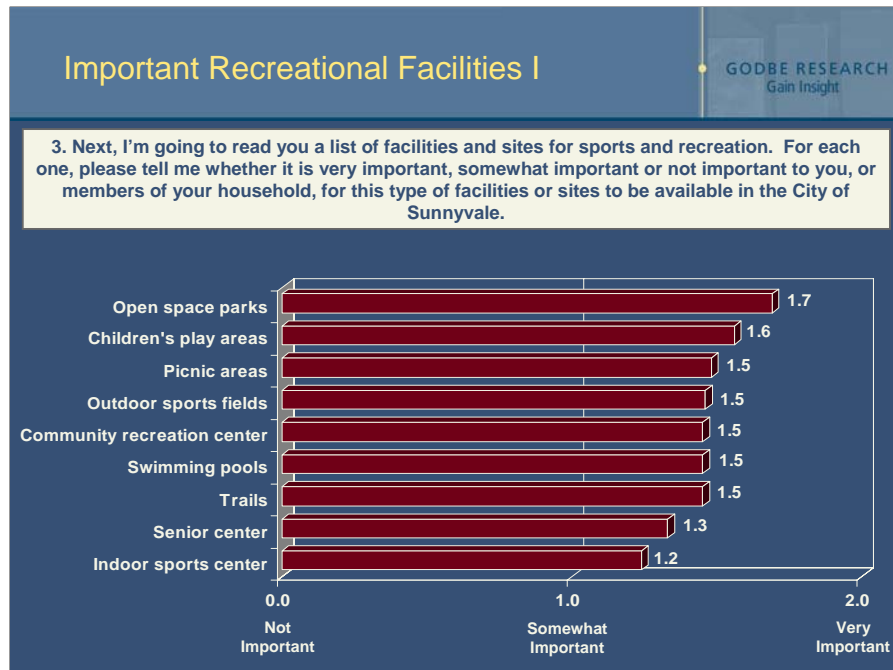
Each of the top seven activities were more important to the younger residents than to those over the age of 60 years. In particular, the 44-to-59-year-old respondents attributed more importance to “Walking or hiking,” while biking, jogging, tennis, and swimming were more important to those younger than 60 years old. Similarly, “Basketball” was more important to the 18-to-29-year-old residents and “Soccer” was more important to the 18-to-44-year-old respondents.

Ethnicity

Overall, the Asian residents attributed more importance to swimming, tennis, and jogging than the Caucasian residents. On the other hand, active sports like soccer and basketball were more important to the Hispanic residents than to their Caucasian and Asian counterparts.

Children in the Household

All the top seven activities except for walking or hiking were significantly more important to the respondents having children at home.



Following the list of sports and recreational activities, the respondents were read a list of local facilities and sites for recreation, and were asked to rate the importance of each to their household. Here again, the responses were recoded to compute mean scores ("Very Important" = +2, "Somewhat Important" = +1, and "Not Important" = 0).

As illustrated in the chart above, "Open space parks, such as the Baylands Park" and "Children's play areas" emerged as the most important recreational facilities or sites to Sunnyvale residents, with mean scores of 1.7 and 1.6, respectively. Next in the order of importance were "Picnic areas," "Outdoor sports fields," "Community recreation center," "Swimming pools," and "Trails," each with a mean score of 1.5.

To gain a better perspective of these mean scores, the most important recreational facility or site, "Open space parks, such as Baylands Park" was rated as "Very Important" by 73 percent, "Somewhat Important" by 21 percent, and "Not Important" by five percent of the respondents.



In contrast to the most important recreational facilities and sites, “Community theater” (1.1), “Community meeting rooms” (1.1), “Tennis courts” (1.1), “Skate parks” (1.0), and “Golf courses” (0.8) garnered the lowest importance ratings.

In terms of percentages, the least important recreational facility or site, “Golf courses” was rated as “Very Important” by 22 percent, “Somewhat Important” by 30 percent, and “Not Important” by 47 percent of the respondents.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age			
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older
3H. Open space parks		1.7	1.7	1.7	1.7	1.7	1.5
3L. Children's play areas		1.6	1.6	1.7	1.7	1.4	1.2
3J. Picnic areas		1.5	1.5	1.5	1.6	1.4	1.2
3G. Outdoor sports fields		1.4	1.5	1.6	1.6	1.4	1.2
3Q. Community recreation center		1.4	1.6	1.5	1.5	1.5	1.3
3E. Swimming pools		1.4	1.5	1.5	1.5	1.4	1.2
3K. Trails		1.4	1.5	1.5	1.5	1.6	1.2

		Ethnicity			
		Caucasian	Hispanic	Asian	Other
3H. Open space parks		1.7	1.6	1.7	1.6
3L. Children's play areas		1.4	1.7	1.7	1.7
3J. Picnic areas		1.4	1.5	1.5	1.5
3G. Outdoor sports fields		1.3	1.7	1.6	1.4
3Q. Community recreation center		1.4	1.5	1.5	1.5
3E. Swimming pools		1.3	1.6	1.6	1.4
3K. Trails		1.5	1.4	1.5	1.4

Gender

When compared to the men, the women in the survey attributed more importance to “Community recreation center.”

Age

Similar to the importance of sports and recreational activities, most of the top facilities and sites for recreation were significantly more important to the younger residents than to those over the age of 60 years. More specifically, facilities like children’s play areas, outdoor sports fields, and swimming pools were more important to the 18-to-44-year-old residents. Similarly, the 30-to-59-year-old residents found trails to be more important, while picnic areas were more important to those between the age of 30 and 44 years.

Ethnicity

When compared to the Caucasian residents, the Asians and Hispanics gave higher importance ratings to “Children’s play areas” and “Outdoor sports fields.” Additionally, “Swimming pools” were more important to the Asian than to the Caucasian residents.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Important Recreational Facilities
Difference in Subgroups II

GODBE RESEARCH
Gain Insight

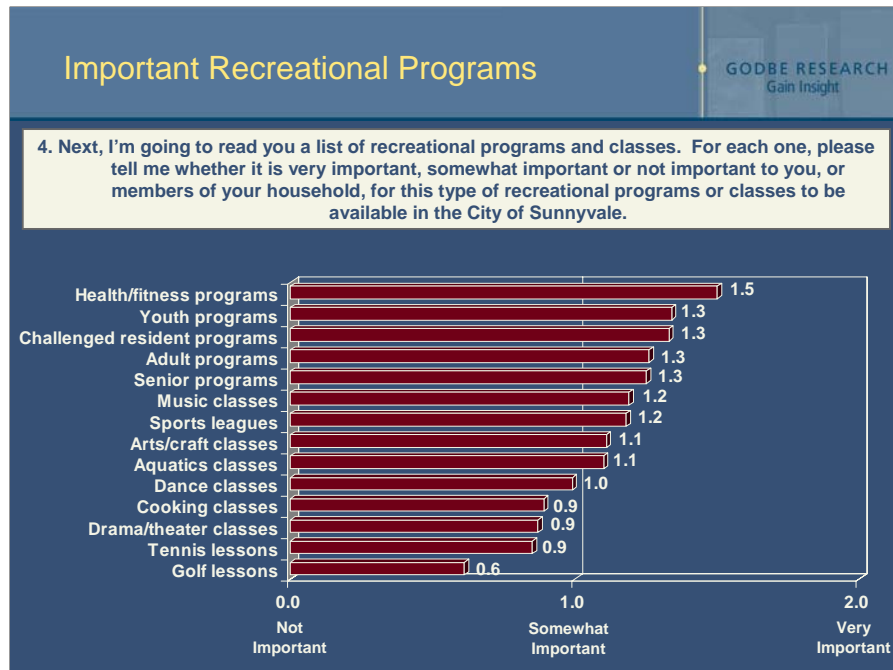
	Children in the Household		Zip Code of Residence			
	Yes	No	94085	94086	94087	94089
3H. Open space parks	1.7	1.7	1.7	1.6	1.7	1.7
3L. Children's play areas	1.8	1.4	1.8	1.5	1.6	1.4
3J. Picnic areas	1.6	1.4	1.7	1.4	1.4	1.5
3G. Outdoor sports fields	1.6	1.3	1.6	1.5	1.5	1.4
3Q. Community recreation center	1.5	1.4	1.6	1.4	1.5	1.4
3E. Swimming pools	1.6	1.3	1.7	1.5	1.4	1.4
3K. Trails	1.5	1.4	1.5	1.4	1.5	1.5

Children in the Household

Recreational facilities like children's play areas, picnic areas, outdoor sports fields, community recreation center, and swimming pools were significantly more important to those with children at home than to those who do not.

Zip code of Residence

The residents of 94085 attributed more importance to swimming pools, children's play areas, and community recreation center, when compared to those residing in the zip codes 94086, 94087, and 94089, respectively.



The next question in the survey was designed to gauge the importance Sunnyvale residents attributed to various recreational programs and classes in the City. The responses were coded to calculate the mean importance score for each program or class tested (“Very Important” = +2, “Somewhat Important” = +1, and “Not Important” = 0).

Overall, Sunnyvale residents attributed at least some importance to two-thirds of the recreational programs and classes tested. Of these, “Health and fitness programs” emerged as the most important recreational program to Sunnyvale residents (1.5), followed by programs for the youth, adults, seniors, and physically or mentally challenged community members, each with a mean score of 1.3. In the third tier of important recreational programs were items such as “Music classes” (1.2), “Sports leagues” (1.1), “Arts or craft classes” (1.1), “Aquatics classes” (1.1), and “Dance classes” (1.0). As opposed to these programs, “Golf lessons” garnered the lowest importance ratings (0.6).

To put these mean scores into perspective, the most important “Health and fitness programs” were rated as “Very Important” by 58 percent of the respondents, “Somewhat Important” by 34 percent, and “Not Important” by eight percent. By contrast, the percentage breakdown for the least important “Golf lessons” was thirteen percent “Very Important,” 36 percent “Somewhat Important,” 51 percent “Not Important,” and one percent “Don’t Know/No Answer.”

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age			
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older
4H. Health and fitness programs		1.4	1.6	1.6	1.6	1.4	1.2
4F. Youth programs		1.2	1.4	1.4	1.4	1.3	1.2
4N. Programs for physically or mentally challenged		1.2	1.5	1.5	1.3	1.3	1.3
4G. Adult programs		1.1	1.4	1.3	1.2	1.3	1.3
4E. Senior programs		1.1	1.4	1.2	1.1	1.3	1.5
4D. Music classes		1.1	1.2	1.3	1.3	1.1	1.0
4I. Sports leagues		1.1	1.3	1.3	1.4	1.1	0.8

Gender

The women respondents attributed more importance to health and fitness programs and to programs for youth, adults, seniors, and community members with physical or mental challenges.

Age

“Health and fitness programs” and “Sports leagues” were significantly more important to the 18-to-44-year-old than to the 60-years-and-older residents. As opposed to this, “Senior programs” were of more importance to the 60-years-and-older residents than to those between the ages of 18 and 44 years. In addition to this, the 30-to-44-year-old residents gave higher importance ratings to “Music classes” than the oldest age group.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Ethnicity				Children in the Household	
		Caucasian	Hispanic	Asian	Other	Yes	No
4H. Health and fitness programs		1.3	1.7	1.6	1.4	1.6	1.4
4F. Youth programs		1.3	1.6	1.3	1.5	1.5	1.2
4N. Programs for physically or mentally challenged		1.3	1.7	1.3	1.3	1.3	1.3
4G. Adult programs		1.2	1.7	1.2	1.2	1.2	1.3
4E. Senior programs		1.2	1.6	1.2	1.2	1.2	1.3
4D. Music classes		1.1	1.4	1.3	1.2	1.3	1.1
4I. Sports leagues		1.1	1.7	1.1	1.1	1.4	1.0

		Zip Code of Residence			
		94085	94086	94087	94089
4H. Health and fitness programs		1.6	1.4	1.5	1.5
4F. Youth programs		1.4	1.4	1.3	1.3
4N. Programs for physically or mentally challenged		1.6	1.2	1.4	1.2
4G. Adult programs		1.4	1.1	1.3	1.3
4E. Senior programs		1.4	1.2	1.2	1.2
4D. Music classes		1.4	1.3	1.1	1.0
4I. Sports leagues		1.4	1.1	1.1	1.2

Ethnicity

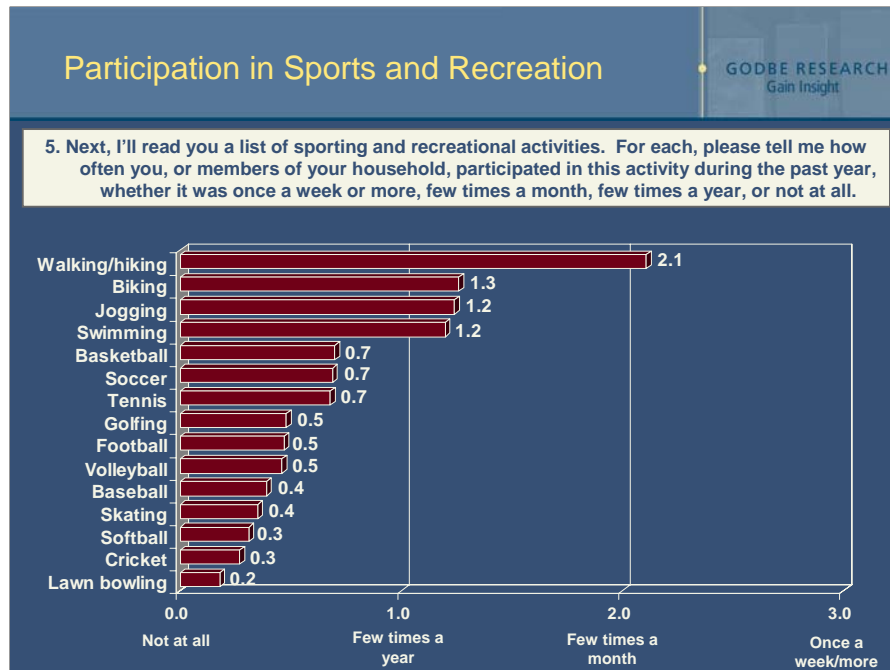
When compared to the Asian and Caucasian residents, those of Hispanic descent attributed more importance to sports leagues and programs for youth, adults, seniors, and for community members with physical or mental challenges. In addition to this, “Health and fitness programs” and “Music classes” were more important to Asian and Hispanic residents than to their Caucasian counterparts.

Children in the Household

Of the top seven items, music classes, youth programs, health and fitness programs, and sports leagues were more important to the residents having children at home.

Zip Code of Residence

The arts and craft classes were more important to the residents of 94085 than 94089. Likewise, adult programs and programs for community members with physical or mental challenges were more important to the residents of 94085 than 94086.



After identifying the importance, the survey respondents were presented with a list of the same 16 sports and recreational activities asked in Q2 and were asked to indicate the frequency at which they or members of their household participated in each activity. The responses to this question were recoded to compute mean scores: "Once a week or more" = +3, "Few times a month" = +2, "Few times a year" = +1, and "Not at all" = 0.

On average, Sunnyvale residents reported the most frequent participation in "Walking or hiking," with a mean score of 2.1. A few of the other sports and recreational activities in which the residents participated at least a few times a year were, "Biking" (1.3), "Jogging" (1.2), and "Swimming" (1.2). Active sports like basketball, soccer, and tennis garnered a mean participation rating of 0.7 (close to few times a year). On the other hand, the sports and activities in which the Sunnyvale residents reported the least participation include "Softball" (0.3), "Cricket" (0.3), and "Lawn bowling" (0.2).

To put these mean scores into perspective, the percentage breakdown for participation in the top activity "Walking or hiking" was 49 percent "Once a week or more," 25 percent "Few times a month," 14 percent "Few times a year," and twelve percent "Not at all." By contrast, the participation in the least popular activity, "Lawn bowling" was one percent "Once a week or more," three percent "Few times a month," nine percent "Few times a year," and 86 percent "Not at all." About one percent of the respondents did not know or did not provide any answer.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Participation in Sports and Recreation Difference in Subgroups					GODBE RESEARCH Gain Insight	
	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
5I. Walking or hiking	2.2	2.2	2.1	1.9	2.1	2.2
5K. Biking	1.3	1.6	1.2	0.6	1.4	1.1
5J. Jogging	1.9	1.5	0.9	0.5	1.5	1.1
5H. Swimming	1.4	1.5	0.9	0.8	1.5	0.9
5F. Soccer	1.1	0.9	0.4	0.2	1.1	0.3
5B. Basketball	1.1	0.8	0.6	0.2	1.0	0.5
5A. Tennis	1.0	0.9	0.5	0.2	0.9	0.5

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
5I. Walking or hiking	2.1	1.8	2.2	2.1
5K. Biking	1.2	1.2	1.4	1.2
5J. Jogging	0.8	1.4	1.7	1.2
5H. Swimming	0.9	1.0	1.6	1.2
5F. Soccer	0.4	1.2	0.9	0.7
5B. Basketball	0.5	1.1	0.8	0.8
5A. Tennis	0.4	0.5	1.1	0.7

Age

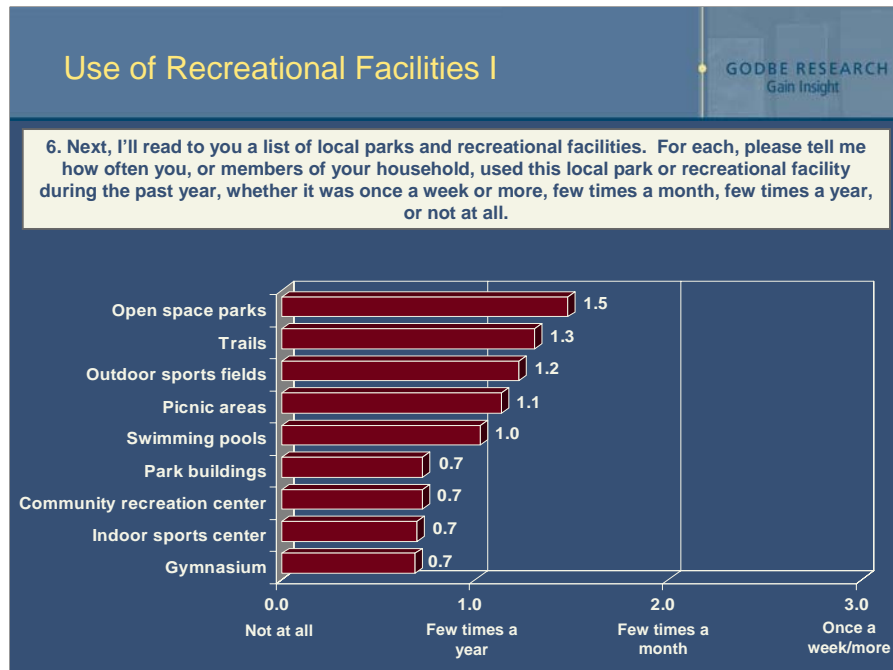
When compared to the 45-years-and-older respondents, those in the younger age groups reported more frequent participation in tennis, basketball, soccer, swimming, and jogging. Similarly, those between the ages of 18 and 59 years did biking more frequently than the 60-years-and-older residents.

Ethnicity

Overall, either Asian or Hispanic residents reported more frequent participation in six of the top sports and recreational activities. In particular, Hispanic and Asian residents participated more frequently in jogging and soccer, while Hispanics reported a more frequent participation in basketball. In addition to this, swimming and tennis were more popular among Asians than among those of Caucasian and Hispanic descent. Likewise, the Asian residents also participated more frequently in walking or hiking than their Hispanic counterparts.

Children in the Household

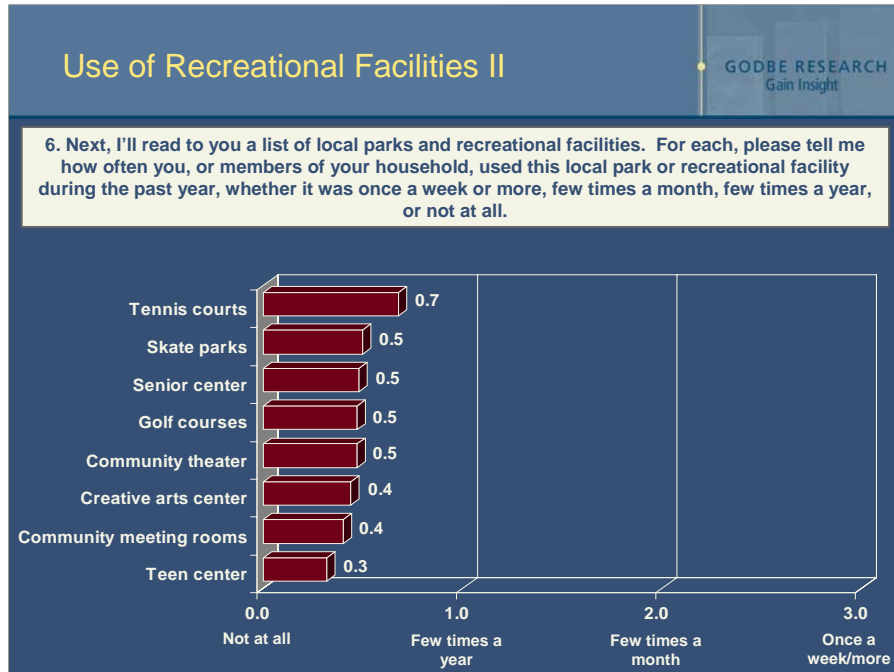
Those having children at home reported more frequent participation in each of the top seven activities excluding walking or hiking.



Similar to the sports and recreational activities, the respondents were presented with the same list of recreational facilities and sites as in Q3 to identify the ones that the Sunnyvale residents used the most frequently. Here again, the responses were recoded to compute mean scores: "Once a week or more" = +3, "Few times a month" = +2, "Few times a year" = +1, and "Not at all" = 0.

As seen from the chart above, the most frequent use was reported for "Open space parks, such as Baylands Park," with a mean score of 1.5. A few of the facilities and sites that the residents reported using at least a few times a year were "Trails" (1.3), "Outdoor sports fields" (1.2), "Picnic areas" (1.1), and "Swimming pools" (1.0).

To put these mean scores into perspective, the percentage breakdown for "Open space parks" was 22 percent "Once a week or more," 27 percent "Few times a month," 30 percent "Few times a year," and 22 percent "Not at all."



The least frequently used recreational facilities and sites were “Creative arts center” (0.4), “Community meeting rooms” (0.4), and “Teen center” (0.3).

Again, to gain better insights of the mean scores, the least used recreational facility, “Teen center,” was used by three percent of the respondents “Once a week or more,” by seven percent “Few times a month,” by eight percent “Few times a year,” and by 80 percent “Not at all.” One percent of the survey participants did not provide any answer to the question.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age			
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older
6H. Open space parks		1.5	1.4	1.6	1.6	1.5	1.1
6K. Trails		1.4	1.3	1.7	1.3	1.4	0.8
6G. Outdoor sports fields		1.3	1.1	1.6	1.5	1.0	0.5
6J. Picnic areas		1.1	1.2	1.4	1.2	1.0	0.9
6E. Swimming pools		1.0	1.0	1.2	1.2	0.8	0.7

		Ethnicity				Children in the Household	
		Caucasian	Hispanic	Asian	Other	Yes	No
6H. Open space parks		1.3	1.8	1.6	1.3	1.6	1.4
6K. Trails		1.3	1.1	1.4	1.3	1.4	1.2
6G. Outdoor sports fields		0.9	1.6	1.5	1.3	1.6	0.9
6J. Picnic areas		1.0	1.3	1.2	1.2	1.3	1.0
6E. Swimming pools		0.8	1.0	1.4	0.9	1.3	0.8

Gender

The male respondents reported more frequent use of “Outdoor sports fields” than the women.

Age

Each of the top five recreational facilities and sites were used more frequently by the younger age groups than by those over the age of 60. More specifically, swimming pools, picnic areas, and trails were used more frequently by the 18-to-44-year-old residents, while outdoor sports fields and trails were used more frequently by those between the ages of 45 and 59 years. In addition to this, 30-to-44-year-old residents used “Open space parks such as Baylands Park” more frequently than the oldest age group. Likewise, “Sports fields” were used more frequently by the 18-to-44-year-old than by the 45-years-and-older residents.

Ethnicity

When compared to the Caucasian residents, those of Asian descent used “Swimming pools” more frequently, while those of Hispanic descent used “Open space parks, such as the Baylands Park” more frequently. In addition to this, “Outdoor sports fields” were used more frequently by both the Asian and Hispanic than by the Caucasian residents.

Children in the Household

The residents having children in the household reported more frequent use of the swimming pools, outdoor sports fields, open space parks, and picnic areas.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey



Finally, the respondents were asked about their frequency of participating in various recreational programs and classes that were asked in Q4. Again, the mean participation scores are illustrated in the chart above (“Once a week or more” = +3, “Few times a month” = +2, “Few times a year” = +1, and “Not at all” = 0.)

On average, none of the programs and classes tested was participated in by the Sunnyvale residents at least a “Few times a year.” Overall, the highest participation was reported for “Health and fitness programs” (0.8), followed by “Sports leagues” (0.6). By contrast, the programs garnering the lowest participation ratings include “Drama or theater classes,” “Programs for community members with physical or mental challenges,” and “Golf lessons,” each with a mean score of 0.2.

To put these mean scores into perspective, the percentage breakdown for “Health and fitness programs” was 16 percent “Once a week or more,” ten percent “Few times a month,” 18 percent “Few times a year,” and 57 percent “Not at all.” As opposed to this, the percentage of participation in “Golf lessons” was two percent “Once a week or more,” two percent “Few times a month,” five percent “Few times a year,” 90 percent “Not at all,” and one percent “Don’t Know/No Answer.”

Participation in Recreational Programs Difference in Subgroups					GODBE RESEARCH Gain Insight	
	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
7H. Health and fitness programs	1.2	0.9	0.6	0.7	0.9	0.8
7I. Sports leagues	0.9	0.7	0.5	0.3	0.8	0.4
7A. Arts and craft classes	0.6	0.7	0.4	0.4	0.7	0.4
7G. Adult programs	0.5	0.5	0.5	0.7	0.5	0.5
7D. Music classes	0.5	0.7	0.3	0.3	0.7	0.3
7M. Aquatics classes	0.4	0.6	0.2	0.5	0.6	0.3

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
7H. Health and fitness programs	0.7	0.8	1.0	1.0
7I. Sports leagues	0.4	1.0	0.6	0.7
7A. Arts and craft classes	0.4	0.9	0.5	0.5
7G. Adult programs	0.5	0.7	0.5	0.5
7D. Music classes	0.3	0.7	0.7	0.3
7M. Aquatics classes	0.3	0.2	0.7	0.4

Age

When compared to the 45-to-59-year-old respondents, those between the ages of 30 and 44 years reported a more frequent participation in arts and craft, music, and aquatics classes. Similarly, the 18-to-29-year-old respondents participated in “Health and fitness programs” and in “Sports leagues” more frequently than the 45-to-59-year-old and 60-years-and-older respondents, respectively.

Ethnicity

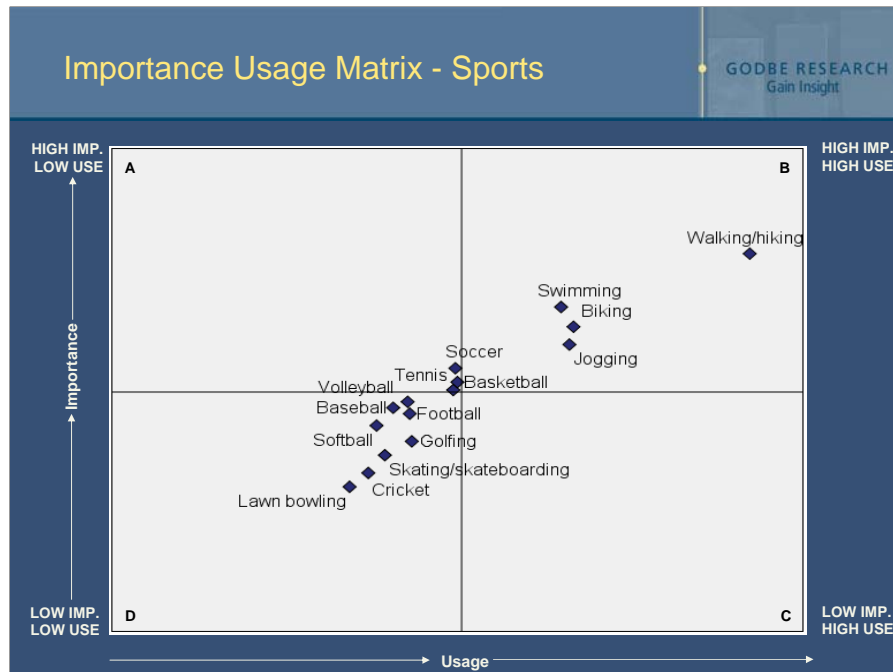
Overall, the ethnic minorities reported more frequent participation in recreational programs and classes offered by the City of Sunnyvale. Specifically, the frequency of participation was reportedly higher in “Sports leagues” by the Hispanics, “Health and fitness programs” by the Asians, and “Music classes” by both Hispanics and Asians. Besides these, the Asians participated more frequently in “Aquatics classes” than the Caucasians and Hispanics, while the Hispanics participated in “Arts and craft classes” more frequently than the Caucasians and Asians.

Children in the Household

The respondents having children at home participated more frequently in “Arts and craft classes,” “Music classes,” Sports leagues,” and “Aquatics classes” than those not having children at home.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey



Plotting the average importance and participation in sports and recreational activities together allows us to derive which sports and recreational activities warrant the most attention for future planning efforts. To that end, Godbe Research presents the above importance-usage matrix.

In the figure above, the mean importance score for each of the 16 sports and recreational activities tested are plotted along the vertical axis, such that the most important sports are near the top of the figure, while the relatively less important sports appear toward the bottom of the graph. Similarly, the average respondent's self-rated participation in each of the sports or recreational activities appear along the horizontal axis, ranging from "Not at all" on the left to "Once a week or more" on the right. Please note that the above chart displays *relative* low/high importance/use. For example, an item in the low importance/low use quadrant has *relatively* low importance and low use *in comparison to* the other activities.

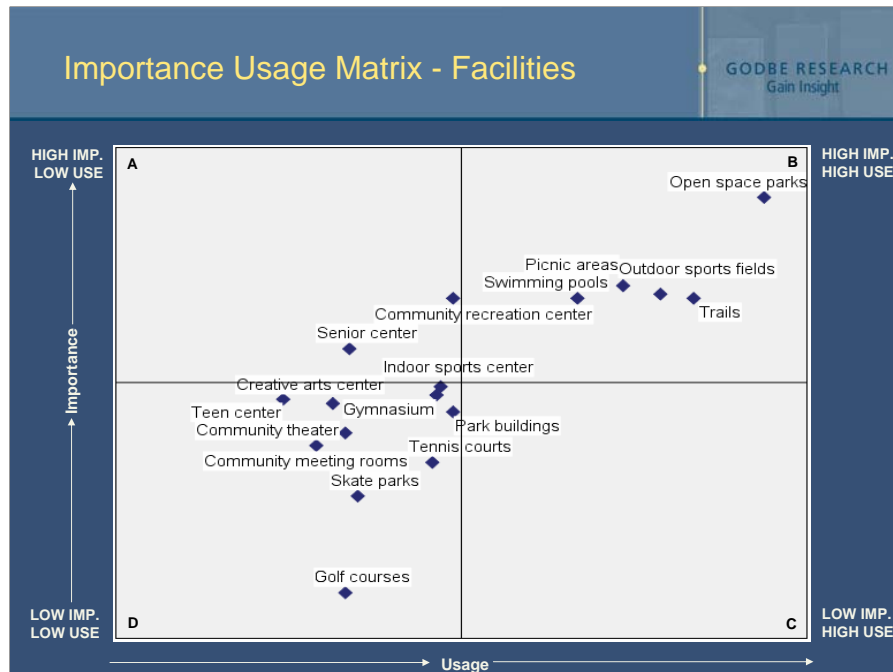
The matrix divides the 16 sports and recreational activities into the following four quadrants:

Quadrant B: Items in this quadrant – walking or hiking, swimming, biking, and jogging are relatively high in both importance and resident usage ratings. As such, the recreational facilities relating to these activities should receive the **highest priority attention** in maintenance and improvement efforts.

Quadrant A: This quadrant shows activities with relatively low usage but relatively high resident-perceived importance. The borderline cases that fall in this quadrant are soccer, basketball, and tennis. The facilities relating to these sports might be considered **second priority** for planning efforts, as they are used less frequently than those in Quadrant B.

Quadrant C: None of the tested sports and recreational activities were categorized in Quadrant C, which represents activities that have low importance and high usage ratings.

Quadrant D: Volleyball, football, baseball, softball, golfing, skating, cricket, and lawn bowling that appear in this quadrant received relatively low importance ratings and are also lower in resident expressed usage, when compared to the other sports and recreational activities. Therefore, these might be considered the **lowest priority** for maintenance and improvement efforts.



Similar to the sports and recreational activities, the above diagram illustrates an importance-usage matrix for the recreation facilities and sites tested in Q3 and Q6 in the survey. Again, the 17 recreational facilities and sites are classified in the following four quadrants.

Quadrant B: The recreational facilities and sites in this quadrant were rated relatively high in importance as well as usage. The facilities that are categorized in the quadrant are open space parks, picnic areas, outdoor sports fields, trails, and swimming pools. These facilities should receive the **highest priority** attention in the department's planning efforts.

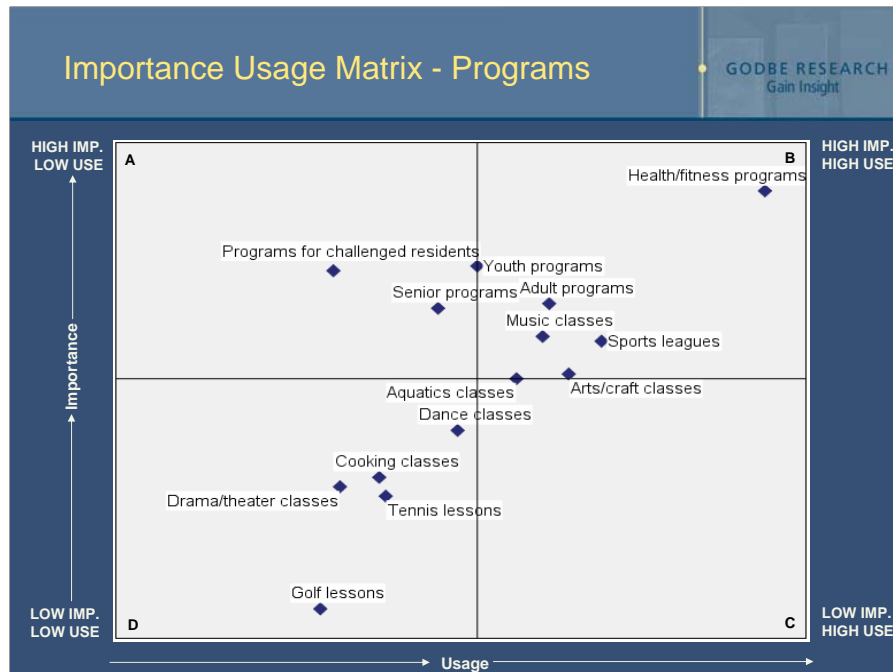
Quadrant A: The items in this quadrant – senior center and community recreation center – were used less often than the ones in Quadrant B, but are reportedly high in resident importance. As such, these might be considered as **second priority** for maintenance and improvement efforts.

Quadrant C: None of the tested parks and recreational facilities were categorized in Quadrant C.

Quadrant D: This quadrant presents the facilities that were rated as relatively low in importance as well as usage. Therefore, these would be the **lowest priority** for improvement efforts. The facilities in this quadrant are creative arts center, gymnasium, teen center, community theater, community meeting rooms, tennis courts, skate parks, golf courses, and the borderline case of indoor sports center.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey



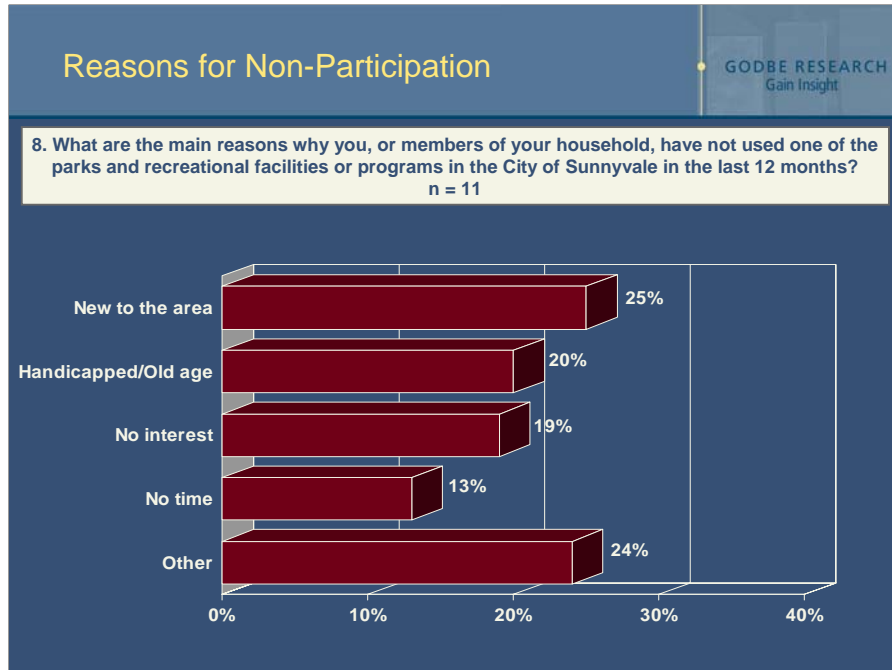
The tested importance and usage of various recreational programs and classes are plotted in the chart above, with importance on the vertical axis and usage on the horizontal axis. Similar to the charts on the previous two pages, the 14 recreational programs and classes are divided into the following four quadrants.

Quadrant B: The recreational programs classified in this quadrant – health and fitness programs, adult programs, music classes, sports leagues, and the borderline cases of youth programs, arts and crafts classes, and aquatics classes – were rated as relatively high in importance as well as participation by the Sunnyvale residents. Therefore, these programs warrant the **highest priority** attention in planning efforts.

Quadrant A: The only two items categorized in this quadrant are senior programs and programs for community residents with physical or mental challenges. Being rated as high in importance but low in resident usage, these programs might be considered to be the **second priority** for maintenance and improvement efforts.

Quadrant C: None of the tested items were categorized in the high use and low importance quadrant.

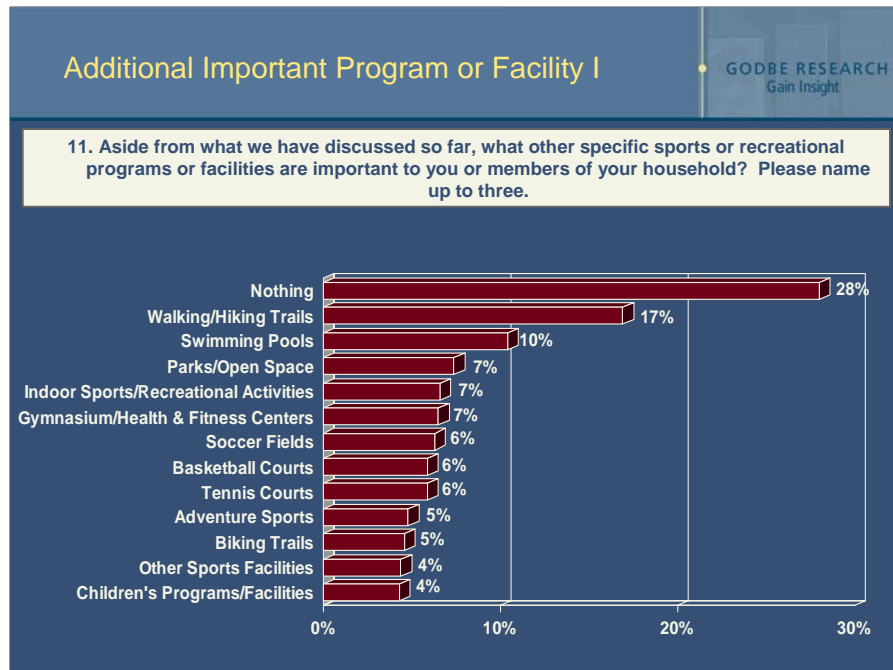
Quadrant D: Finally, the programs and classes that were rated as relatively low in importance as well as usage are presented in Quadrant D. Therefore, these would be the **lowest priority** for maintenance and improvement efforts. The facilities in this quadrant are dance classes, cooking classes, drama or theater classes, tennis lessons, and golf lessons.



The 11 respondents who reported not using any of the City's recreational facilities or sites or who did not participate in any of the tested recreational programs and classes were asked about the reason for non-usage or non-participation. Because of the small sample size, these results are anecdotal, and should not be over-generalized.

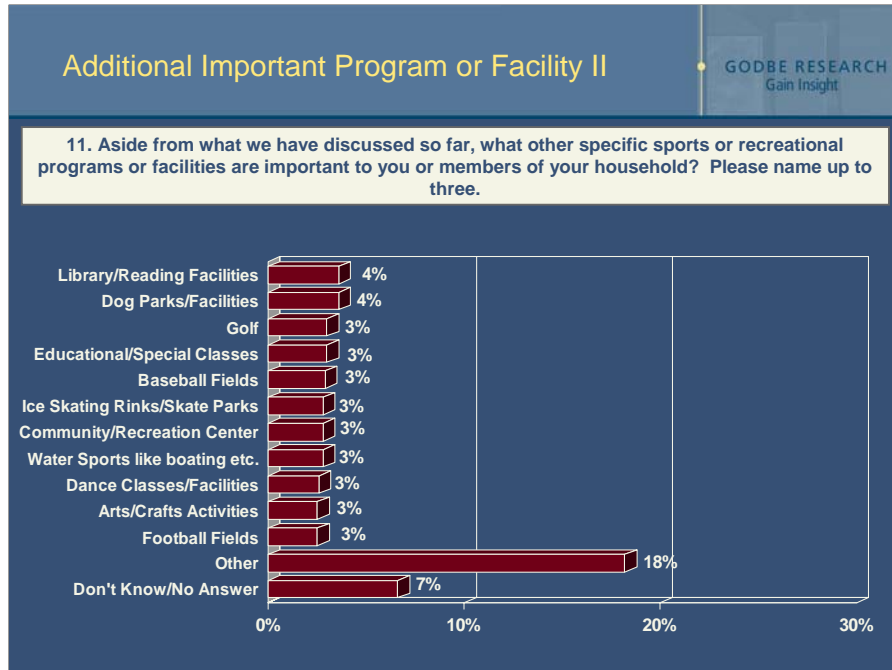
Overall, a few of the reasons mentioned for non-usage of the tested recreational facilities were "New to the area" (25%), "Handicapped or old age" (20%), "No interest" (19%), and "No time" (13%).

Due to the small sample size, segmentation analysis was not performed on this question.



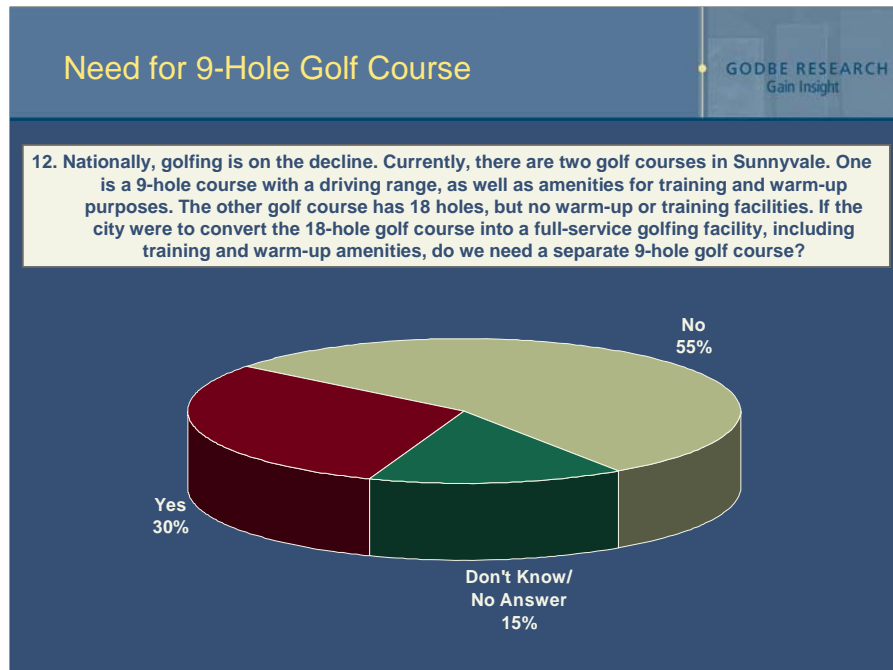
In an open-ended format (i.e., without prompting response choices), the survey participants were asked to indicate other recreational programs or facilities that were important to them or to the members of their household.

As illustrated in the chart above, 28 percent of the respondents stated that there was “Nothing” more than the tested sports and recreational programs or facilities that were important to them or to the members of their household. Some of the residents reiterated the importance of “Walking or hiking trails” (17%) and “Swimming pools” (10%). A few of the less prominent responses to this question were, “Parks or open space” (7%), “Indoor sports or recreational activities” (7%), and “Gymnasium or health and fitness centers” (7%).



The chart above is a continuation of additional recreational programs or facilities that are important to Sunnyvale residents. The list also includes activities and programs like community recreation center, water sports, dance classes and facilities, arts and craft activities, football fields, etc. that were mentioned by about three percent of the survey respondents.

Since most of the top responses to this question were reiterations of recreational activities, programs and facilities tested in the earlier questions, the subgroup differences have not been presented here.

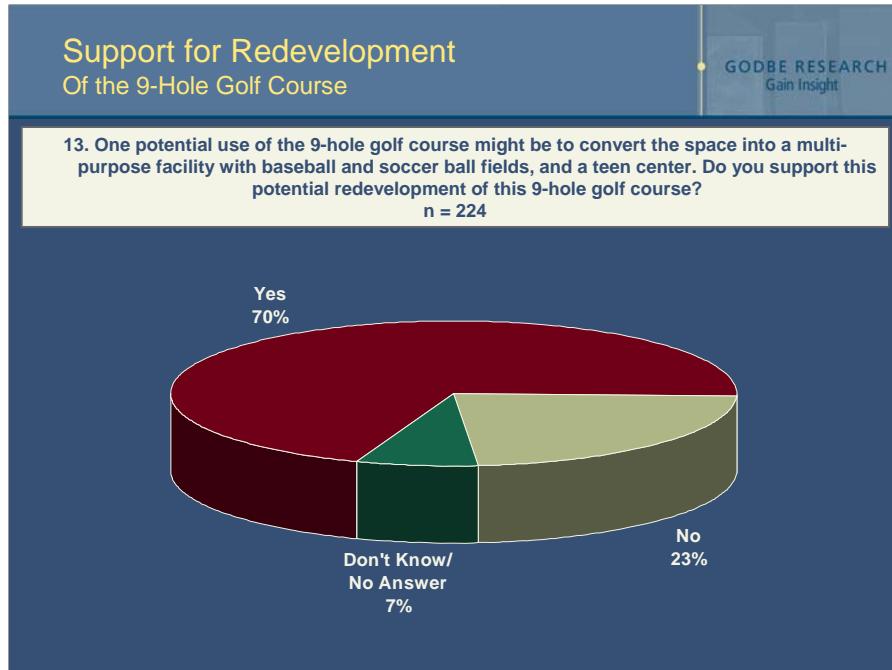


The next section in the survey focused on learning resident views about various potential sports and recreational (re-)development projects in Sunnyvale.

The first question in this section gave the respondents a little background of current facilities for golfing in the City. Here, they were told about the two golf courses in Sunnyvale, one being an 18-hole golf course without warm-up or training facilities and the other being a 9-hole golf course, which has a driving range and amenities for training and warm-up. Next, they were asked if they thought the 9-hole golf course was needed, if the 18-hole golf course were converted into a full-service golfing facility, including training and warm-up amenities.

In response to this, three in ten respondents (30%) thought that the 9-hole golf course was still needed, even if the 18-hole golf course was converted in a full-service golfing facility. On the other hand, 55 percent thought that the smaller golf course was not required, if the larger one was converted to accommodate the required amenities. About 15 percent of the respondents did not render an opinion on this issue.

In the comparison of responses across subgroups for this question, no significant differences were observed.



The respondents who did not want the separate 9-hole golf course were asked a follow-up question, where they were told about the potential conversion of the 9-hole golf course into a multi-purpose facility with baseball and soccer fields, and a teen center. Given this information, the respondents were asked if they supported the potential redevelopment of the 9-hole golf course.

In response to this, seven in ten respondents (70%) reported their support, whereas 23 percent were opposed to the conversion of the 9-hole golf course into a multi-purpose facility with sports fields and a teen center.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Redevelopment of Golf Course Difference in Subgroups					GODBE RESEARCH Gain Insight			
	Age				Ethnicity			
	18 to 29	30 to 44	45 to 59	60 or older	Caucasian	Hispanic	Asian	Other
Total	43	90	54	33	87	27	87	13
Yes	68.1%	78.7%	73.9%	47.7%	70.1%	92.5%	65.6%	64.5%
No	14.9%	19.9%	19.3%	43.1%	24.3%	0.0%	26.6%	30.5%
Don't Know/No Answer	17.0%	1.4%	6.8%	9.2%	5.6%	7.5%	7.9%	4.9%

	Zip Code of Residence			
	94085	94086	94087	94089
Total	40	64	81	38
Yes	86.2%	70.3%	59.6%	76.9%
No	10.0%	25.3%	33.5%	8.8%
Don't Know/No Answer	3.8%	4.3%	6.9%	14.3%

Age

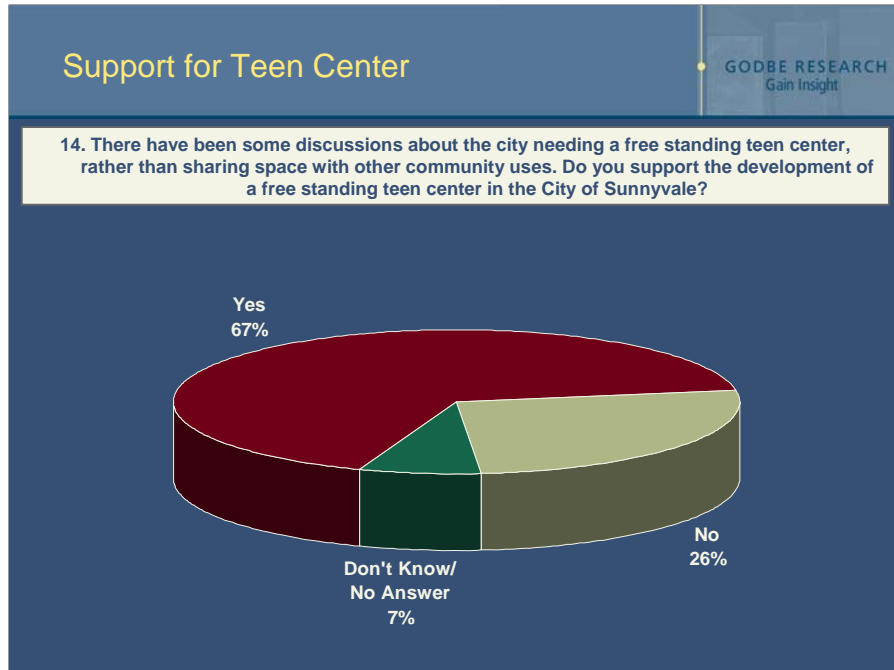
A significantly higher percentage of the 30-to-44-year-old respondents supported the redevelopment of the 9-hole golf course into a multi-purpose facility with baseball and soccer ball fields, and a teen center, when compared to those over the age of 60 years. By contrast, a higher percentage of the 60-years-and-older respondents reported their opposition to this project than the 18-to-29-year-old respondents.

Ethnicity

When compared to the Asian respondents, a significantly higher percentage of the Hispanic respondents supported the redevelopment of the 9-hole golf course into a multi-purpose facility.

Zip Code of Residence

A higher percentage of the 94085 residents than those living in zip code 94087 supported the redevelopment of the 9-hole golf course into a multi-purpose facility, whereas a higher percentage of the 94087 residents than those residing in 94085 and 94089 opposed this project.



In the next question, the respondents were asked about their support for a free-standing teen center in the City of Sunnyvale, rather than sharing space with other community uses.

As illustrated in the chart above, two-thirds of the respondents (67%) supported the development of a free-standing teen center, whereas 26 percent did not think this is necessary. About seven percent of the residents surveyed did not render an opinion.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Support for Teen Center Difference in Subgroups					GODBE RESEARCH Gain Insight			
	Age				Ethnicity			
	18 to 29	30 to 44	45 to 59	60 or older	Caucasian	Hispanic	Asian	Other
Total	80	148	102	71	163	57	152	19
Yes	68.5%	75.7%	59.4%	57.6%	63.1%	87.2%	63.5%	68.7%
No	24.1%	17.3%	35.6%	30.7%	27.0%	12.8%	29.4%	18.2%
Don't Know/No Answer	7.4%	7.0%	5.0%	11.7%	9.9%	0.0%	7.2%	13.1%

	Zip Code of Residence			
	94085	94086	94087	94089
Total	63	113	162	69
Yes	68.7%	75.8%	60.6%	65.8%
No	24.0%	17.9%	31.5%	26.9%
Don't Know/No Answer	7.3%	6.2%	8.0%	7.3%

Age

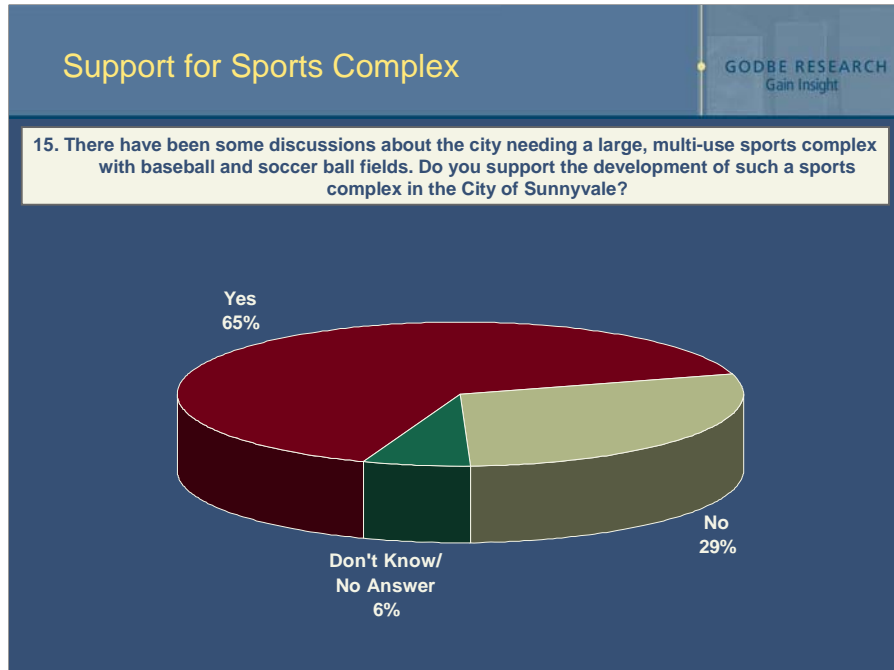
A higher percentage of those between the ages of 30 and 44 years reported their support for the free standing teen center than the 45-years-and-older residents.

Ethnicity

The percentage of Hispanic respondents who were in support of the development of the teen center was significantly higher when compared to the Caucasian and Asian respondents who reported the same.

Zip Code of Residence

There was greater support for the development of a teen center among the residents of zip code 94086 than among those living in 94087.



The respondents were also asked if they would support the development of a large, multi-use sports complex with baseball and soccer fields in the City of Sunnyvale.

In response to this, 65 percent reported their support for the potential project, while 29 percent were opposed to it. About six percent of the respondents did not know or provided no answer to the question.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

Support for Sports Complex Difference in Subgroups					GODBE RESEARCH Gain Insight	
	Age				Children in the Household	
	18 to 29	30 to 44	45 to 59	60 or older	Yes	No
Total	80	148	102	71	183	222
Yes	72.2%	74.9%	55.5%	52.4%	78.2%	54.7%
No	23.0%	18.3%	39.3%	38.4%	18.4%	36.5%
Don't Know/No Answer	4.8%	6.8%	5.1%	9.2%	3.4%	8.7%

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
Total	163	57	152	19
Yes	55.9%	82.3%	71.0%	66.6%
No	38.8%	11.1%	21.6%	27.4%
Don't Know/No Answer	5.3%	6.7%	7.3%	6.0%

Age

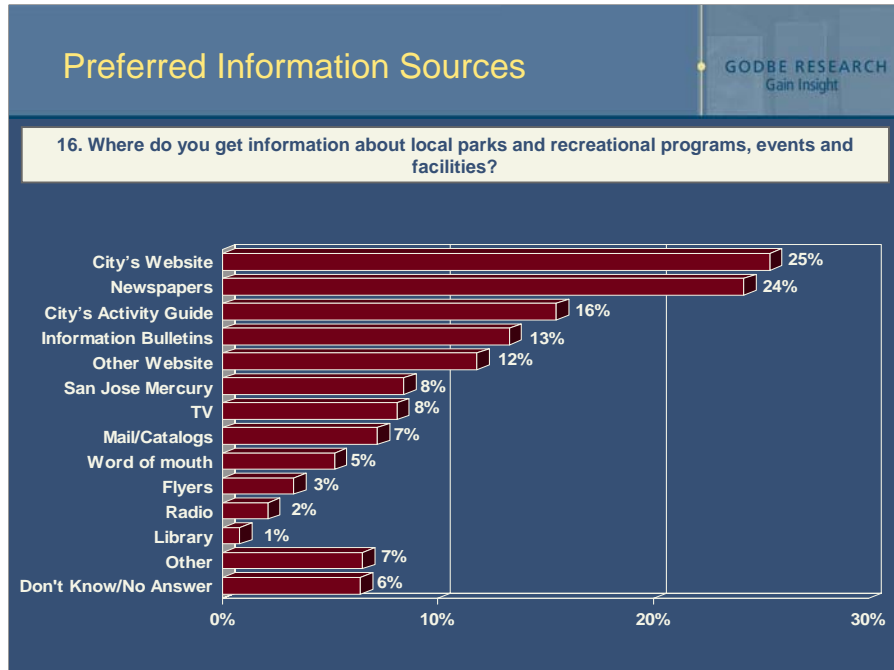
A higher percentage of the 30-to-44-year-old respondents supported the development of a large, multi-use sports complex with baseball and soccer ball fields, when compared to their older counterparts.

Ethnicity

When compared to the Caucasian respondents, a significantly higher percentage of the Hispanic and Asian respondents supported the development of the multi-use sports complex.

Children in the Household

Respondents having children at home supported the development of the multi-use sports complex, while those not having children at home were opposed to its development.



The final question in the survey focused on identifying the top sources that the Sunnyvale residents used to get information about local parks and recreational programs, events and facilities.

The highest percentage of the respondents reported using the "City's website" (25%) and "Newspapers" (24%) to obtain parks and recreation information in the City. Few of the less prominent information sources used were "City's Activity Guide" (16%), "City's Information Bulletins" (13%), and "Other websites" (12%).

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

		Gender		Age			
		Male	Female	18 to 29	30 to 44	45 to 59	60 or older
Total		212	195	80	148	102	71
City's Website		27.6%	22.9%	28.7%	32.3%	26.1%	4.8%
Newspaper - others		23.0%	25.6%	29.5%	17.0%	24.1%	32.4%
City's Activity Guide		8.6%	23.1%	11.6%	15.9%	18.5%	16.2%
City's Information Bulletins		14.1%	12.3%	8.3%	14.8%	18.8%	8.4%
Other Website		9.4%	14.4%	10.4%	13.5%	10.3%	12.8%

	Ethnicity			
	Caucasian	Hispanic	Asian	Other
Total	163	57	152	19
City's Website	19.7%	19.7%	33.4%	20.7%
Newspaper - others	32.0%	35.2%	13.8%	19.2%
City's Activity Guide	13.8%	23.4%	16.7%	5.6%
City's Information Bulletins	14.3%	16.2%	12.4%	12.8%
Other Website	12.3%	12.6%	9.7%	17.2%

Gender

A significantly higher percentage of the women than the men used the "City's Activity Guide" for obtaining information about local parks and recreation in the City.

Age

A higher percentage of the 18-to-59-year-old residents than their older counterparts used the "City's website" for getting local parks and recreation information.

Ethnicity

A substantially higher percentage of the Asian than the Caucasian respondents used "City's website" as an information source, while a higher percentage of the Caucasian and Hispanic respondents used newspapers as a source for getting information on local parks and recreational facilities.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

City of Sunnyvale: 2007 Parks and Recreation Survey

GODBE RESEARCH
Gain Insight

	Children in the Household		Zip Code of Residence			
	Yes	No	94085	94086	94087	94089
Total	183	222	63	113	162	69
City's Website	27.9%	23.5%	27.8%	28.7%	24.7%	18.9%
Newspaper - others	18.9%	28.2%	20.4%	18.1%	30.0%	24.2%
City's Activity Guide	18.2%	13.5%	18.6%	11.0%	12.0%	28.4%
City's Information Bulletins/Newsletters	13.8%	13.0%	7.9%	9.3%	13.4%	24.3%
Other Website	10.7%	12.8%	17.1%	8.4%	12.1%	11.7%

Children in the Household

A higher percentage of the respondents not having children at home reported using newspapers for obtaining local parks and recreational information.

Zip Code of Residence

When compared to the residents of 94086, a higher percentage of those living in the zip code 94089 used the "City's Activity Guide," "City's Information Bulletin," and "Newspapers" to get information about parks and recreation. Similarly, newspapers were used as an information source by a higher percentage of the 94085 than by the 94086 residents.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

COMMUNITY WEB SURVEY SUMMARY

The following graphs provide key findings of the Community Web Survey which gathered community input through the Parks of the Future website in early 2008.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Sunnyvale Parks and Recreation Department
Parks of the Future Plan

Web Survey Summary
April 25, 2008

Prepared by:



Executive Summary

The City of Sunnyvale Parks and Recreation Department is developing the Parks of the Future Plan to guide parks and recreation facilities planning for the next 20 years. The department has been seeking community input and involvement in this process in order to better serve community needs in the future.

The project website, www.parksofthefuture.com, was launched in January 2008. Along with providing basic information about the planning process, the site hosted an online web survey designed to collect opinion about community preferences for parks and recreation activities. As David Lewis, Park and Recreation Department Director stated, “the survey responses will help city officials accomplish their goal of creating community through people, parks and programs!”

The survey was designed to determine residents' perceptions of the Parks and Recreation Department's provision of services; assess residents' perceptions of facility and program needs; evaluate residents' priorities for future park and recreation efforts; and gather attitudinal, demographic, and behavioral information to profile park users and non-users. It also allowed residents to provide additional comments and opinions about parks and recreation programming in Sunnyvale.

More than 800 people responded to the survey. Some highlights of the results include:

- When asked to identify their preferred activities, and given multiple choices, 80.4% of respondents indicated they prefer to participate in active sports or recreational activities during their leisure time.
- 65.4% of respondents indicated they visited Sunnyvale parks at least once a week or more. 31.2% indicated that children's play areas were the recreational facilities they used the most.
- Slightly more than half (53%) of respondents indicated that the community had “about enough” parks and facilities. Less than one percent indicated there were “too many”.
- Almost 40% of respondents indicated the system could be most improved by upgrading existing parks. This finding is consistent with findings from other communities in California.
- When given the opportunity to identify two types of parks most needed in Sunnyvale, the most popular responses were greenbelts and dedicated walking and biking paths (40.1%) and natural areas (28.9%). Small neighborhood parks (24.5%) were the third most popular response.
- When asked about additional amenities, 42.9% of respondents indicated that walking/biking paths were the most needed amenity in Sunnyvale.

Summary of Responses

Leisure Activities

Overall, active outdoor sports and recreational activities were identified as the top leisure activity by Sunnyvale residents. This was followed by dining out, movies and outdoor social gatherings. Cultural activities, indoor sports and spectator sports rounded out the list of preferred leisure activities.

Recreational Programs

When asked what kinds of recreational programs Sunnyvale should expand or offer that are not currently offered most expressed an interest in special events, such as park concerts, dances and festivals. This was followed by a desire for outdoor or environmental programs, fitness classes, and drop-in activities.

Park Types

When asked what types of parks are most needed in Sunnyvale, most expressed a need for greenbelts or dedicated walking and biking paths. Natural areas, neighborhood parks, and community parks were also mentioned.

Recreational Facilities

Overall, respondents indicated that there are enough available sports and recreational facilities in Sunnyvale. The most popular recreational facilities are children's play areas, athletic fields, greenbelts, and lawn areas. Residents expressed a desire to have more walking/biking paths, playgrounds, and restrooms in the parks.

Residents were asked their opinion about three specific facilities in or proposed for Sunnyvale: golf courses, a teen center, and multi-use sports complex. Respondents were given background information regarding the two current golf facilities in Sunnyvale; an 18-hole golf course without warm-up or training facilities and a 9-hole golf course with a driving range and training facilities. Respondents were asked if they thought the 9-hole golf course would still be needed, if the 18-hole golf course were converted into a full-service golfing facility. Twenty-two percent felt the 9-hole course would still be needed. For those who did not feel the smaller golf course was needed, 55 percent thought that the larger course could be converted. There were mixed attitudes about the ideal future configuration of golf courses in Sunnyvale, but no clear consensus.

Forty-three percent of the respondents indicated they would support the development of a free standing teen center. The same percent of respondents said they would support the development of a large, multi-use sports complex with baseball and soccer ball fields.

Park Benefits

Many respondents felt that parks were most beneficial when they provide opportunities for the community to enjoy nature and the outdoors, followed by promoting activities for youth and senior citizens, and connecting families and neighborhoods.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

In general, what do you like to do most during your leisure time? Select all that apply																				Response Percent	Response Count
Answer Options																					
Active outdoor sports or recreational activities																				80.4%	638
Cultural activities, like theater, musical or art performances																				39.0%	310
Dining out																				57.8%	459
Indoor sports or recreational activities																				23.3%	185
Movies																				40.8%	324
Outdoor social gatherings, like picnicking																				41.6%	330
Spectator sporting events, like baseball or football games																				26.3%	209
																			Other (please specify)	276	
																			<i>answered question</i>	794	
																			<i>skipped question</i>	32	

Thinking about the availability of open space, parks and facilities in Sunnyvale to serve your household's sports and recreational needs, would you say that there are about enough, too many or too few facilities?																				Response Percent	Response Count
Answer Options																					
Too many																				0.9%	7
About enough																				53.5%	431
Too few																				45.6%	367
																			<i>answered question</i>	805	
																			<i>skipped question</i>	21	

Which of the following benefits of parks is most important to you? (Select your top choice)																				Response Percent	Response Count
Answer Options																					
Provide opportunities to enjoy nature/ outdoors																				30.2%	222
Promote youth activity																				16.2%	119
Improve health and wellness																				10.6%	78
Protect the natural environment																				6.7%	49
Help older adults remain active																				12.5%	92
Connect people together, building stronger families and neighborhoods																				16.3%	120
Enhance community image and sense of place																				7.5%	55
																			Other (please specify)	53	
																			<i>answered question</i>	735	
																			<i>skipped question</i>	91	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

How can Sunnyvale's park system best be improved? (Select your top choice)																				Response Percent	Response Count
Answer Options																					
Acquiring land for future parks																				14.8%	107
Developing new parks																				13.4%	97
Upgrading existing parks																				39.8%	288
Building major new facilities, such as pools, community centers or a dedicated sports complex																				11.8%	85
Acquiring natural areas																				12.3%	89
Increasing maintenance service standard																				7.9%	57
																			Other (please specify)	97	
																			<i>answered question</i>	723	
																			<i>skipped question</i>	103	

A good deal of respondents requested either improvements to or new developments of golf courses (particularly the 9-hole golf course), Cricket grounds, and a park with runway for remote controlled planes. These three interests were expressed repeatedly across all open-ended responses. Other common responses included developing more trails connections between parks, building a skate park, and simple requests to maintain existing parks and recreation facilities. Other less frequent responses included more small, neighborhood parks development, better amenities (such as restrooms) in existing parks, and more programs in general for teens and youth.

What additional types of park are most needed in Sunnyvale? (Please check your top TWO choices only)																				Response Percent	Response Count
Answer Options																					
Small parks in my neighborhood																				24.5%	181
Large multi-use parks that serve the whole community																				23.7%	175
Natural areas																				28.9%	213
A park consisting primarily of sports fields																				15.2%	112
Greenbelts, or dedicated walking and biking paths, like the John W. Christian Greenbelt																				40.1%	296
Dog Parks																				8.7%	64
Community Gardens																				12.2%	90
Outdoor Amphitheater																				4.6%	34
No additional parks are needed																				13.4%	99
																			Other (please specify)	73	
																			<i>answered question</i>	738	
																			<i>skipped question</i>	88	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What additional types of amenities are most needed in Sunnyvale's parks? (Please check your top TWO choices only)																				Response Percent	Response Count
Answer Options																					
Picnic Areas																				12.3%	90
Playgrounds for young children																				17.4%	127
Tennis courts																				4.0%	29
Basketball courts																				3.0%	22
Restrooms																				17.4%	127
Walking/biking paths																				42.9%	313
Multi-use fields (soccer, lacrosse)																				12.1%	88
Baseball/ Softball fields																				2.7%	20
Par Course/ Exercise stations																				9.1%	66
Recreational swimming pool																				9.5%	69
Interactive water playground																				5.5%	40
Dog exercise area																				9.7%	71
Bocce ball																				4.5%	33
Unstructured play areas																				7.4%	54
Skateboard features																				5.9%	43
Large climbing structures																				5.2%	38
No additional amenities are needed																				8.8%	64
																			Other (please specify)	110	
																			<i>answered question</i>	729	
																			<i>skipped question</i>	97	

As with other questions, there were a significant number of respondents requesting Cricket grounds (with amenities like changing rooms and practice nets), improvements at the 9- and 18- hole golf courses (including restrooms and driving range), and a landing strip and other amenities for remote controlled planes. Other requests included more community gardens, a par course, an indoor swimming pool, and more natural areas with areas for water and vegetation. Specific amenities suggested included more restrooms in parks; covered areas for picnics, swings, and benches; lighting at the skate park and all parks; and more amenities in general for toddlers and teenagers.

What additional types of facility spaces are most needed in Sunnyvale? (Please check your top TWO choices only)																				Response Percent	Response Count
Answer Options																					
Multi-use Community Center																				29.1%	217
Aerobics/exercise classrooms																				13.4%	100
Large multi-purpose/reception room																				8.2%	61
Space for teen activities																				27.7%	206
Space for senior activities																				16.4%	122
Spaces for Recreation Department classes																				14.9%	111
Meeting / conference rooms																				7.9%	59
Special event (e.g. weddings)																				8.7%	65
No additional facility spaces are needed																				28.2%	210
																			<i>answered question</i>	745	
																			<i>skipped question</i>	81	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

How often do you or members of your household visit parks in Sunnyvale?[]																				Response Percent	Response Count
Answer Options																					
Once a week or more																				65.4%	502
Once or twice a month																				18.9%	145
A few time a year																				10.9%	84
Seldom or never																				3.3%	25
Don't know																				1.6%	12
																			<i>answered question</i>	768	
																			<i>skipped question</i>	58	

If you seldom or never visit parks in Sunnyvale, what is the primary reason?																				Response Percent	Response Count
Answer Options																					
Not interested/No time																				54.5%	12
Lack of facilities																				4.5%	1
Too far away; not conveniently located																				22.7%	5
Do not have transportation																				0.0%	0
Don't know where they are																				4.5%	1
Don't know what's available																				9.1%	2
Too active or crowded																				9.1%	2
																			<i>answered question</i>	22	
																			<i>skipped question</i>	804	

Do you participate in recreation or sports programs offered by the City of Sunnyvale?																				Response Percent	Response Count
Answer Options																					
Yes																				54.1%	416
No																				45.9%	353
																			<i>answered question</i>	769	
																			<i>skipped question</i>	57	

If you do not participate in recreation or sports programs offered by the City of Sunnyvale, what is your top reason for not participating?[]																				Response Percent	Response Count
Answer Options																					
Not aware of programs																				18.9%	57
Don't have activities I'm interested in																				21.9%	66
Poor quality of programs																				4.0%	12
Held at inconvenient times																				10.9%	33
Held at inconvenient locations																				2.0%	6
Classes or programs are full																				0.7%	2
Need child care in order to participate																				3.6%	11
Too busy; no time																				32.8%	99
Lack of transportation																				1.0%	3
Too expensive																				4.3%	13
																			Other (please specify)	42	
																			<i>answered question</i>	302	
																			<i>skipped question</i>	524	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What are the most convenient recreational program times for you and others in your household? (Please check your top TWO choices only)																				Response Percent	Response Count
Answer Options																					
Weekday mornings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														28.0%	210
Weekday afternoons	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														22.4%	168
Weekday evenings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													31.8%	238
Weekend mornings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>												33.8%	253
Weekend afternoons	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													26.0%	195
Weekend evenings	<input checked="" type="checkbox"/>																			4.3%	32
Drop-in formats, rather than ongoing activities.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														21.4%	160
Don't know, n/a	<input checked="" type="checkbox"/>																			5.2%	39
																			Other (please specify)	25	
																			<i>answered question</i>	749	
																			<i>skipped question</i>	77	

From the following list, which two public outdoor recreation facilities do members of your household use most often? (Please check your top TWO choices only)																				Response Percent	Response Count
Answer Options																					
Athletic fields such as baseball, softball, soccer, football or rugby	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														25.8%	170
Swimming pools	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>															13.3%	88
Tennis courts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>															11.1%	73
Basketball courts	<input checked="" type="checkbox"/>																			4.4%	29
Skate parks	<input checked="" type="checkbox"/>																			5.9%	39
Children's play areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													31.2%	206
Picnic areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														22.0%	145
Neighborhood greenbelts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>													26.8%	177
Lawn areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>														25.8%	170
Don't know, n/a	<input checked="" type="checkbox"/>																			4.2%	28
																			Other (please specify)	204	
																			<i>answered question</i>	660	
																			<i>skipped question</i>	166	

Golf was the dominant response to this question, with a good deal of respondents listing Sunken Gardens as the facility they use most often. Other common responses included dog park, Cricket, bike paths, walking trails and community gardens.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What recreation programs should Sunnyvale expand or offer that are not currently offered?																				Response Percent	Response Count
Answer Options																					
Outdoor/Environmental programs																				26.3%	175
Aquatic programs																				12.6%	84
General interest classes (music lessons, computers)																				12.6%	84
Special events (concerts in the park, dances, festivals)																				33.7%	224
Sports (baseball, ultimate frisbee)																				9.3%	62
Arts (drama, painting, pottery etc.)																				10.5%	70
Educational programs/hobby related classes (scrapbooking, etc.)																				9.5%	63
Fitness classes (aerobics, yoga, etc.)																				20.5%	136
Drop-in activities (gymnasium, gameroom, computers, etc.)																				18.3%	122
Job related activities (volunteer, internship, training class)																				8.6%	57
Extreme Sports/ Outdoor adventure (rock climbing, mountain biking, rafting, scuba etc.)																				14.9%	99
No additional programs are needed																				16.2%	108
																			Other (please specify)	86	
																			<i>answered question</i>	665	
																			<i>skipped question</i>	161	

As with other questions, several respondents listed Cricket, golf, and remote controlled planes as needed facilities. Other needs promoted included skate parks, extension of the Stevens Creek Trail, and more sports for seniors. Some respondents stressed the importance of simply maintaining what exists, while others requested some new concepts such as knitting, square dancing, bocce ball, and ping pong.

If the City of Sunnyvale were to expand the recreation programs offered, what specific programs or services would you like to see offered?																				Response Count
Answer Options																				
See below																				319
																			<i>answered question</i>	319
																			<i>skipped question</i>	507

While respondents still requested expansion of golf and Cricket grounds, others promoted several new ideas as well. Additional hiking and biking trails (with linkages to Stevens Creek) were mentioned several times, as were the need for a new gym, for more community gardens, for adult- and senior- focused sports such as swimming and soccer, and for unprogrammed/unstructured playing fields. There were frequent requests for more health and wellness classes such as yoga and pilates, and a series of comments requesting more arts & culture focused classes such as music, dancing, wine tasting, sculpture, knitting, theater, and other crafts. Some respondents also suggested very tailored life-skills type classes like how to lower your carbon footprint/live green, and inventor/machine shop classes. There was a strong theme around more outdoor programming, including calls for concerts in parks, outdoor educational areas, and more lighting at parks. Respondents called out the need to develop programs for certain populations as well, most often for teenagers, special needs populations, and for family events.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Where do you get information about local parks and recreational programs, events and facilities?																				Response Percent	Response Count
Answer Options																					
City Activity Guide																				64.7%	450
City information bulletins																				12.9%	90
City website																				34.1%	237
San Jose Mercury News																				18.7%	130
Sunnyvale Sun																				31.3%	218
Radio																				2.3%	16
TV																				2.6%	18
																				Other (please specify)	70
																				<i>answered question</i>	696
																				<i>skipped question</i>	130

There are currently two golf courses in Sunnyvale. One is a 9-hole course with a driving range, as well as amenities for training and warm-up purposes. The other golf course has 18 holes, but no warm-up or training facilities. If the city were to convert the 18-hole golf course into a full-service golfing facility, including training and warm-up amenities, do we need a separate 9-hole golf course?																				Response Percent	Response Count
Answer Options																					
Yes																				48.5%	361
No																				21.7%	162
Don't know																				29.8%	222
																				Other comments	203
																				<i>answered question</i>	745
																				<i>skipped question</i>	81

Responses to this question can be grouped into three broad categories: 1) N/A because the respondent does not golf and cannot comment; 2) No, because golf courses in general are seen as a waste of water, space and other natural resources and respondents would prefer the city focus time, money and energy on other endeavors; or, 3) Yes, absolutely (which was the most common general response). Frequent reasons cited by those who feel that a separate 9-hole course would still be needed included that they are most appropriate for older adults who tire easily, and for junior golfers who are learning, and because the existing course is a critical source of revenue for the city.

One potential use of the 9-hole golf course might be to convert the space into a multi-purpose facility with baseball and soccer ball fields. Do you support this potential redevelopment of the 9-hole golf course?																				Response Percent	Response Count
Answer Options																					
Yes																				54.5%	211
No																				16.3%	63
Don't know																				29.2%	113
																				Other comments	56
																				<i>answered question</i>	387
																				<i>skipped question</i>	439

Several respondents simply asked if such a redevelopment were necessary and would like more data on what the actual demand is for this. Others still stressed their desire for more Cricket facilities instead. Other responses were generally very mixed. For example, there seems to be strong support for more multi-use fields, but a need to keep those fields flexible and some of them unprogrammed. Some felt that this question was too myopic and there is a need to first establish a vision -- maybe the city needs more open, natural spaces instead. Some asked if the city had already made this decision, and if there is money available to do it.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Some members of the community have suggested that the city develop a free standing teen center, rather than sharing space with other community uses. Do you support the development of a free standing teen center in the City of Sunnyvale?																				Response Percent	Response Count
Answer Options																					
Yes																				43.0%	321
No																				29.5%	220
Don't know																				27.6%	206
																				Other comments	109
																				<i>answered question</i>	747
																				<i>skipped question</i>	79

As with other questions, several respondents wondered about the rationale behind this question, and asked if a new center was needed, what data was available to support this, and if this is what teens want (are they being consulted?). There was also some concern expressed that it not be housed at Sunken Gardens. Other comments can be grouped into three areas - 1) those who believe the center should be built but integrated into existing facilities where teens already spend a good deal of time; 2) those who felt that several centers should be developed throughout the city; and 3) those who felt that there is already plenty of space for teen facilities. Other comments stressed that the important decisions will be not where a center is, but how it is programmed and staffed.

Some members of the community have suggested that the city develop a large, multi-use sports complex with baseball and soccer ball fields. Do you support the development of such a sports complex in the City of Sunnyvale?																				Response Percent	Response Count
Answer Options																					
Yes																				42.4%	312
No																				36.2%	266
Don't Know																				21.4%	157
																				Other comments	141
																				<i>answered question</i>	735
																				<i>skipped question</i>	91

Responses to this question were very diverse. Several respondents simply said no, while others were not in support because they felt that there is a need to focus more on neighborhood parks and do not want to see something new built at the expense of other facilities. Many respondents felt that it would "depend" on several factors, including the cost, what sports would be included, where it would be, what amenities would be built, if there would be enough parking, and if the community really needs it (is there true demand?). Others reported that such a facility already exists at Baylands and Twin Peaks. Several respondents did support this, but asked to include diverse sport uses, including lacrosse and Cricket.

Aside from what we have discussed so far, what other specific sports or recreational programs or facilities are important to you or members of your household? Please name up to three																				Response Count	
Answer Options																					
See below																				367	
																				<i>answered question</i>	367
																				<i>skipped question</i>	459

Many respondents repeated programs that have been mentioned throughout the survey. Common ones included more golf facilities, Cricket fields, a remote control plane park, bike paths, and more community gardens. Other programs and facilities mentioned here included rock climbing, rugby, programs for the growing Indian community, soccer, a showcase aquatic center, nature preserves with trails, dog parks, and more community programs (e.g., community movie night out) in general.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What zip code do you live in?																				Response Percent	Response Count
Answer Options																					
	94085																			8.9%	61
	94086																			31.7%	217
	94087																			51.3%	351
	94089																			8.0%	55
																			Other (please specify)	65	
																			<i>answered question</i>	684	
																			<i>skipped question</i>	142	

Using the map for reference, please indicate what park planning area in Sunnyvale you live in.																				Response Percent	Response Count
Answer Options																					
	1. Lakewood																			6.3%	45
	2. Northwest Murphy																			5.8%	42
	3. Southwest Murphy																			2.6%	19
	4. East Murphy																			3.6%	26
	5. Washington																			11.1%	80
	6. De Anza																			18.5%	133
	7. Ponderosa																			13.1%	94
	8. West Serra																			4.0%	29
	9. East Serra																			5.6%	40
	10. Ortega																			12.4%	89
	11. Raynor																			8.6%	62
	12. Don't Know, n/a																			8.5%	61
																			<i>answered question</i>	720	
																			<i>skipped question</i>	106	

How many years have you lived in Sunnyvale?																				Response Percent	Response Count
Answer Options																					
	1 year or less																			6.6%	46
	2 to 3 years																			6.3%	44
	4 to 5 years																			9.0%	63
	6 to 9 years																			12.0%	84
	10 to 15 years																			14.4%	101
	16 to 20 years																			9.7%	68
	21 to 25 years																			9.3%	65
	26 or more years																			32.8%	230
																			<i>answered question</i>	701	
																			<i>skipped question</i>	125	

Do you own or rent your place of residence?																				Response Percent	Response Count
Answer Options																					
	Own																			83.0%	583
	Rent																			17.0%	119
																			Other (please specify)	27	
																			<i>answered question</i>	702	
																			<i>skipped question</i>	124	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

What is your gender?																		Response Percent	Response Count
Answer Options																			
Male																		49.1%	363
Female																		50.9%	376
																		<i>answered question</i>	739
																		<i>skipped question</i>	87

What is your age?																		Response Percent	Response Count
Answer Options																			
Under 18																		1.1%	8
18-24																		2.0%	15
25-34																		13.9%	103
35-44																		24.6%	182
45-54																		22.5%	166
55-64																		14.3%	106
65																		21.5%	159
																		<i>answered question</i>	739
																		<i>skipped question</i>	87

What category best describes your total household income before taxes in 2007?																		Response Percent	Response Count
Answer Options																			
Under \$20,000																		2.1%	14
\$20,000 to less than \$40,000																		4.1%	27
\$40,000 to less than \$60,000																		9.1%	60
\$60,000 to less than \$80,000																		11.3%	74
\$80,000 to less than \$100,000																		12.3%	81
\$100,000 to less than \$120,000																		13.4%	88
\$120,000 or more																		47.6%	313
																		<i>answered question</i>	657
																		<i>skipped question</i>	169

What ethnic group do you consider yourself a part of or identify with? Select all that apply																		Response Percent	Response Count
Answer Options																			
African-American/ Black																		1.5%	10
Asian Indian																		6.2%	43
Caucasian/White																		78.4%	540
Chinese																		8.3%	57
Filipino																		2.5%	17
Japanese																		3.9%	27
Korean																		1.3%	9
Latino(a)/ Hispanic																		6.1%	42
Pacific Islander																		1.5%	10
Vietnamese																		0.9%	6
Other Asian																		0.6%	4
																		Other (please specify)	19
																		<i>answered question</i>	689
																		<i>skipped question</i>	137



PARKS OF THE FUTURE PLAN

FOCUS GROUP SUMMARY

MARCH 2008

Prepared by



OVERVIEW OF FINDINGS

This summary includes findings from four focus group sessions: General Stakeholder; Arts and Culture; Sports Groups (including two break-out groups: Adult & Youth Sports and Golf); and Neighborhoods. These focus groups were held between March 10 and March 18 and were designed to reach civic leaders, individuals and representatives for input on current community priorities, issues, perceived needs, and opportunities. (A complete list of participants of each focus group session can be found in Appendix A.)

The primary purpose of these sessions was to solicit more-in depth opinion about needs and perceptions related to Sunnyvale parks and recreation facilities. The focus groups' input will inform the development of the *Parks of the Future Plan*, a strategic document that will guide parks and recreation planning for the next 20 years.

Across all focus groups, several key themes and issues emerged:

- Need for a **first-rate community center downtown**, contributing to a stronger identity and sense of place in Sunnyvale;
- **Strong neighborhood parks as a focal point** in all—especially new and growing—residential neighborhoods;
- Need for creative means to **integrate the arts into residents' daily lives** and outdoor spaces;
- Need for **more exhibition and sports facility space** (at a minimum, improved mechanisms for reserving and sharing facilities for sports and recreation);
- **Growing concerns that residents from nearby cities have been crowding** Sunnyvale facilities
- Need for new **parks and facilities that reflect an increasingly diverse population**, in age and ethnicity; and
- **Balance revenue generation with the need to maintain high quality but low cost programs** for all Sunnyvale residents.

GENERAL STAKEHOLDER FOCUS GROUP SUMMARY

PRIMARY ISSUES

Crowded facilities; Underused by youth

- Participants expressed concern over both overuse and a lack of use in Sunnyvale parks. Some facilities continue to be overcrowded on weekends, with a perception of use by out of town visitors, and picnic and other areas that prevent drop-in use. At the same time, the group wanted to see more youth use of the park and recreation system.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Stronger data to understand consumers

- To address overcrowding, participants discussed the need to understand where weekend users are coming from and whether or not they are residents. Focus group participants also saw a need to address changing demographics (ethnicity and age), ensuring that parks and recreation facilities keep pace with the community's needs.

Integration of parks and new development

- Participants stressed the need to integrate new park development with new housing and other development. Participants also discussed opportunities to partner with area businesses, such as Google, to build more parks.

An expanded vision of what parks can provide

- Participants promoted several new concepts to expand the concept of what parks and recreation can provide for Sunnyvale residents, such as promoting civic pride, identity and health, and providing opportunities for environmental education and gardening.

PRIMARY NEEDS FOR SUNNYVALE RESIDENTS (General Stakeholders)

Understanding unique demographic needs

- Participants encouraged parks planners to look at existing activity and demographic research about parks and their users to determine future needs for the Sunnyvale park system. Specifically, participants saw a need to assess "time of life" activities; while young children use park facilities, more appropriate and appealing unstructured programs and facilities for teenagers are required. The needs of specific ethnic and cultural groups should also be examined, and detailed information about which residents are using which facilities should be gathered.

Youth sports and facilities

- As mentioned above, particular concern was expressed about developing adequate facilities for youth activities. Although there is sufficient demand for active recreation, some participants were also concerned that organized sports were given priority over spontaneous and informal recreation. While participants did mention that the City offers strong youth programs, they also remarked that park and recreation areas do not seem as busy with youth activity as they have been in the past, both on courts in the winter and with unprogrammed uses.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

TWENTY-YEAR VISION (General Stakeholders)

The group discussed their vision for what the Department should deliver to the community over the next 20 years.

Additional facilities

- The group mentioned several specific long-term goals, including a sports complex in the center of town; space to accommodate the increased demand for cricket players; and the need to develop more pocket parks within ¼ mile radius of residents to address the needs of small children. As before, the group stressed the need to tailor amenities to meet the needs of a changing population.

Parks as community centers

- The group discussed the idea of expanding the concept of parks and recreation to include community services, while stressing that structured parks for active recreation will always be needed. Participants expressed an interest in developing parks on a community-based model that incorporates a wide array of services for residents. They felt that a “neighborhood-oriented” park system would ensure diverse, neighborhood-serving facilities and programs, as opposed to a “function-oriented” system serving a limited range of specific activities.

Finding a balance to generate revenue

- The group acknowledged the need to increase and maintain fee-based activities such as golf, and to promote these activities as a way to support other parks and recreation programs. However, fee-based activities should not be emphasized to the point that they become exclusive or unattainable for low-income populations.

CRITICAL PARTNERS IN ACHIEVING THE VISION (General Stakeholders)

Community organizations

- Participants listed several existing and potential partners that can be strong allies with the Parks and Recreation Department. These included the school district (e.g., Columbia School/community center health and language classes, developed through joint use agreements), social and health services, hospitals (e.g., Kaiser’s farmers’ market), and several other nonprofits including Sustainable Community Gardens.

Community residents

- The group spoke of the need to partner with voters to ensure adequate financial support for the development of future facilities.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

New alliances

- Participants encouraged the Department to seek out agencies with common goals, and to explore “off site” ideas, such as programs that could take place in the mall or throughout Sunnyvale. The group also discussed the potential for more collaboration with the business community at large and the Chamber of Commerce to enhance the park system.

ARTS & CULTURE FOCUS GROUP SUMMARY

PRIMARY ISSUES

Overall, focus group participants highlighted two main issues facing the arts and culture community: a lack of financial support, and a lack of exhibition space—a topic they discussed in great detail.

Lack of exhibition space: visual arts

- Participants expressed great pride in the Raynor Activity Center as an iconic Sunnyvale facility, and discussed the need for more studio space to address the key challenge of audience development. According to participants, visual arts are simply not “on the radar screen” of Sunnyvale residents, and more studio and exhibition spaces are needed throughout the community to raise the arts’ profile. Places to display art at no charge, except for the library, are few; the Sunnyvale Arts Club has a demonstration once a month, but there is an entry fee. The group has explored options for public displays, but has found that a dedicated exhibition space, as well as other ideas for public art displays, would be necessary. The group’s input consistently reflected the desire to increase visibility of art in all Sunnyvale neighborhoods, integrating art into civic pride and identity.

Lack of exhibition space: performance arts

- While some participants felt that performance arts are typically favored and supported over visual arts, others stressed the need to increase performance arts space. Performance groups throughout the Silicon Valley are looking for space, and medium-size performance halls that accommodate 450-500 people are needed. Participants referenced the 500-plus performances per year at the Sunnyvale Performing Arts Center as an indication of the strong demand for performing arts space in the community.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

OTHER CRITICAL NEEDS (Arts and Culture)

New concepts for art in outdoor facilities

- Participants discussed the need to think outside the box to accommodate arts and culture needs. They referenced some superior facilities, such as Columbia Neighborhood Center, Lakewood, and Encinal Parks, and suggested ideas such as creating more public art, bringing more art celebrations into parks, and adding amenities to encourage making art outdoors, including spigots for hand washing.

Better understanding of demographics

- The group discussed the need to ensure adequate arts programs for children, but also felt that all user data should be analyzed to determine interest and demand for specific arts programs, as well as where those programs should take place.

BARRIERS TO PARTICIPATION (Arts and Culture)

Cultural and ethnic issues

- The Department is currently conducting community outreach, and has a marketing specialist working to engage various ethnic groups. Still, the group felt these efforts could be expanded – for example, more outreach to the Russian community, and general partnerships between arts and culture and ethnic groups (particularly to address language barriers). Other outreach efforts could include developing foreign language performance groups, connecting with youth in schools, and looking to models such as the South Indian dancing groups. The group also noted that modern outreach methods and activities, including new media and digital photography, would engage more people. They stressed that working through the Department’s very active Teen Advisory Council would be an important factor in the growth and success of arts programming.

Financial issues

- Participants highlighted the common financial issues for arts and culture that limit new projects. The group suggested finding new funding and project partners, including businesses and San Jose State, to alleviate these financial problems.

IMPORTANT PROGRAMS TO MAINTAIN (Arts and Culture)

Participants mentioned some existing programs that could be enhanced, particularly the Euphrat Museum of Art, which provides free classes and has a relationship with Sunnyvale’s three “at risk” school districts (out of five total). The group proposed that this program be made an official part of the parks and recreation budget, instead of requiring an annual funding

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request. The group also mentioned the wealth of classes at the Creative Arts Center, especially the strong ceramics classes, and wondered about partnerships with the Sunnyvale Historical Society and Museum Association.

VISION FOR THE FUTURE (Arts and Culture)

Participants stressed the core concept that art builds communities and should be integrated into our communities. Strong themes included taking art into neighborhoods and having more community-driven art projects in order to help Sunnyvale develop a unique identity and sense of place. Promotional ideas included:

- Connecting the arts with environmental efforts, through “green art” or an “eco-art” program and by working with local gardens
- Bringing in regional artists to work with children in the schools.
- Linking studios to communities—open Raynor art studios to students and develop more civic outreach from the studios. Provide support for the artist’s open studios event, and look to surrounding communities for models .
- Developing more collaborative, community-built public art. Focus on engaging children and youth (who can then get their parents involved), through an outdoor family art appreciation day, a “paint out,” or by building installations in public places such as a kids’ puppet stage.
- Promoting art as a way to develop a sense of place.
- Having the City Council develop criteria for art projects to promote a stronger community vision and pride.
- Encouraging art as communication throughout City spaces, such as through a “City Camera Day” when everyone is encouraged to take and post pictures of their communities.
- Continuing to support studio space at Raynor Activity Center, an invaluable resource for local artists, and acquiring additional studio space.
- Encouraging developers to involve the community when designing required public art projects.

SPORTS GROUPS FOCUS GROUP SUMMARY

PRIMARY ISSUES

Safety and maintenance issues

- Participants expressed some concerns about safety in parks, referencing a recent gang fight and particular issues with Fair Oaks. The group mostly focused on maintenance issues to keep parks safe, welcoming, and well-used. In addition to calls for improved general maintenance, participants noted several watering issues (e.g., the broken sprinklers at Ponderosa Park), and maintenance issues at the old gymnastics facility.

Facilities sharing and concurrence issues

- While some participants commented that Sunnyvale is a land-poor area with a need for more dedicated parks and open space, most participants focused on issues of scheduling at existing parks and recreation facilities. Some felt that the mechanism for sharing facilities has become awkward, and that coordination across activities and scheduling could be improved to avoid conflicts between adult and youth sports group and concurrent demands for fields. Additional joint-use agreements with school spaces were promoted as a possible solution; participants noted that the Peterson School was a missed opportunity.

Financial issues

- The group agreed that the underlying theme behind all these issues is the money required to resolve them. They stressed the need to keep golf courses and the Las Palmas Tennis Center going strong, since they generate revenue and help subsidize other facilities.

MEETING THE NEEDS OF SPECIFIC POPULATIONS (Sports Groups)

Ethnic groups and specific age groups

- Participants stressed the need for more outreach to the senior population, and that this population should be considered when developing programs. Participants also suggested collaboration with the diverse ethnic populations in Sunnyvale to ensure culturally appropriate activities. The group pointed out that the City should understand the needs of the youth population, while not focusing too much on short-term fads or trends.

Specific facilities

- The group mentioned that tennis is not as popular as it once was, and that other facilities should be considered. The group also discussed locating additional space for cricket. Cricket players have been playing on the Lakewood baseball field (in addition to at

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Ortega Park, where there is a permanent cricket pitch), and participants explained that this group needs more dedicated space for their sport. Across the board, the group pointed out that programs such as fee waivers or fee assistance should be maintained to guarantee that everyone has access to Sunnyvale's facilities.

Non-resident populations

- The group debated critical issues of overcrowding; the general feeling was that the problem is created when residents from other cities such as Mountain View and Los Altos use Sunnyvale's facilities. However, addressing this situation will be a "monumental task," since Sunnyvale offers some unique programs and facilities, such as competitive swimming and lawn bowling, that other cities lack. The group shied away from making Sunnyvale's facilities exclusive by opening them only for residents, but did discuss other ways to manage overcrowding, such as charging non-resident fees at golf courses.

SPORTS GROUP FOCUS GROUP: ADULT AND YOUTH SPORTS BREAK-OUT

Specific Facility Needs

Break-out group participants suggested several new facilities to accommodate a wide variety of sports users. Better field maintenance and concerns over accommodating the gymnastics program were particularly stressed. Other specific suggestions included:

- A facility with at least two dedicated softball fields in the same location.
- A city gymnastics recreation program (as opposed to the current arrangement where the City contracts with a provider for gymnastics classes offered at the Community Center), which would coordinate with the Gymnastics Club to acquire more dedicated space for gymnastics. Group members expressed a desire to "get the box back" – a large facility at the community center – and pointed out that gymnastics space needs are approximately 15,000 square feet.
- All-weather turf and lighting (through a potential collaboration with area high schools).
- Permanent or semi-permanent soccer goals.
- More lanes and increased hours for lap swim at Washington and Lakewood Parks' aquatic centers.
- A track and field facility.
- A teen center in Lakewood Park.
- A locker room at the Murphy Park Building for the Senior Table Tennis Club.
- Bocce courts.
- A covered dugout at Little League baseball fields.

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Facility Reservations and Space-Sharing Needs

- Like the larger focus group, break-out group discussions emphasized the lack of space for recreational programs, scheduling with other groups, and the need for a new facility reservation system. Specifically, participants felt that equity and transparency in the reservation system could stand improvement, to dispel the appearance of unfair treatment. Currently, different organized sports groups use various methods for reserving fields. Some groups make reservations using letters and others use telephones, while some contact the City, and others are contacted by the City. No groups use a single online reservation system. Regarding the perceived lack of space, some organized sports have grown in popularity, but have not been allotted additional space for their programs. For example, participation in the Sunnyvale Alliance Sports Club has grown 52% in the last two years with no changes in the amount of field space.

The group offered several possible solutions, including:

- Have the city develop and publish a policy that allots space based on need and league enrollment.
- Look for ways to use any unused facilities or extra land. Use models of creative reuse such as City pump stations, and make use of underutilized properties, such as building fields on top of water storage facilities.
- Remove baseball practice field backstops to free space; soccer players in particular commented that they have had to be creative in trying to find ways to maximize space.

SPORTS GROUP FOCUS GROUP: GOLF BREAK-OUT

A break-out group of active golfers convened to discuss issues related to golf in Sunnyvale. The key points of the discussion are summarized below.

- Residents love both of their golf courses, and see Sunnyvale making golf accessible to all residents.
- The current configuration of the 18-hole course makes it unusable during rainy weather; pathway improvements would change this. Young people are also playing at this course, as high school golf teams use it.
- Sunken Gardens is special in many ways. It is an ideal location to learn to play golf, and also lends itself to promoting the sport as a family activity for all generations. In the past, the restaurant was well-maintained and popular; improving the quality and selection of food available might attract even more users. One participant volunteered to spearhead a beautification effort at Sunken Gardens to entice more people to play the course, or visit for special events.
- Fees are rising, but maintenance does not seem to be keeping up with wear and tear. The group proposed a fee menu divided into the following groups: resident, non-resident, youth, and seniors (60 and over).

NEIGHBORHOODS FOCUS GROUP

PRIMARY ISSUES

Concerns about the Department's focus on revenue generation

- Maintaining a balance of free, high quality services with those that generate revenue was discussed by other focus groups. However, the neighborhood focus group expressed a significant amount of concern about this particular issue. Specific comments, or areas of concern, included:
 - The City is trying to turn into “profit center,” which is not a city's job.
 - Many free services and facilities are being converted to fee-for-use City services.
 - There is a proposal to place cellular towers, which would require eight by ten foot sheds, into parks to generate revenue. The focus group would like to see other options, such as underground placement. There is a sense that the City Council is “holding hands with business.”
 - There is a concern that those who pay direct maintenance or usage fees have priority for use, which can prevent access to those without financial resources.
 - There is a perception that access to community pools is limited, and residents have to pay for entrance and lessons. Some of the group felt that pools and their staffing are already paid for through City taxes, and use fees should therefore not be charged.
 - Many families cannot afford private facilities such as the YMCA. The group saw a need for the City to develop a recreation center that is available to all.
 - Participants noted their perception that the City does not directly offer all the recreation classes, and that contractors who do offer classes are motivated to offer those that produce the most revenue.

Concerns about high-density development

- As did other focus groups, this group discussed new pressures on park use and overcrowding issues. This group focused on how increasing density and residential development in Sunnyvale have burdened existing parks. They felt that the City has not yet kept up with demand by creating new neighborhood parks. The group preferred that land for a park—even a small one—be set aside with all new developments, rather than the City accepting a fee in lieu of park land. The group provided examples, such as Butcher's Corners, where even small additional parks would be welcomed.

Need for a vision – a unifying center and widespread neighborhood parks

- The group discussed the need to have a unifying center, such as a “one-stop-shop” recreation center, which would draw users from across Sunnyvale and could give the City a clear identity and focus. To supplement this center, individual neighborhoods

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must be served with neighborhood-oriented parks. Participants suggested that this “hub and spokes” vision could be achieved by partnering with schools to develop joint uses, or by siting more parks near schools. While the idea of a central hub was popular, some participants expressed concern that travel distance could be a barrier to use, and promoted the idea of more localized, mixed-use facilities for neighbors to gather.

Specific facility maintenance issues

- Participants commented on specific facility maintenance issues that require attention throughout the City. These issues included:
 - Need for increased financial support for maintenance, specifically for bathrooms.
 - Need to enhance safety by increasing lighting.
 - Perception that Washington Park is run down, and speculation that it is difficult to maintain due to its odd shape.
 - Feeling that the Peterson Pool has been allowed to “rot.”
 - The Lakewood Pool is in a beautiful area that is underserved, but the pool is not heavily used and there is not enough pool equipment.

IMPORTANT FEATURES TO MAINTAIN (Neighborhoods)

Shared use facilities

- Participants stressed several times that “public-private sharing is a good thing.” The group repeatedly called for more facility-sharing with schools as a way to bring more events into communities and better utilize schools’ space. (One participant mentioned that recreation classes in Santa Clara are tied in with the schools and are cheaper, so they attend there.)

Specific programs

Participants named several specific programs and facilities that they value, or would like to see in the future, including:

- Free yoga classes;
- Hand on the Arts;
- Special events for different ethnic groups;
- Open gym;
- A traveling arts program, similar to the Bookmobile;
- Summer playground;
- Park and Recreation buildings in general (used for neighborhood meetings, dance classes, etc.);

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- Cooking classes;
- 4th of July celebration in Washington Park;
- Sunnyvale youth basketball league; and
- The community center grounds.

Baylands

- The group devoted a considerable amount of discussion to the use of Baylands. The group expressed several concerns about the open space, including having to pay to park and inconvenient access. Other concerns voiced were that the facility does not attract children and youth, and that it looks overgrown. Participants did note that they like the existence of such open space, and that senior citizens enjoy walking there, though their access is limited by the parking fee.

SUGGESTIONS FOR IMPROVED AMENITIES AND FEATURES (Neighborhoods)

Community access

- In general, participants would like to see more bicycle use and better bike paths connecting residents to recreation facilities. Currently, cyclists have to move through substantial auto traffic to access parks and recreation centers. The group also revisited the need for a community center or focal point that would draw visitors from the entire area, but offer discounts for residents. This could take the form of an updated performance arts center, a center for local artists, or a space with indoor and outdoor sports facilities.

Washington Park

- Participants commented extensively on potential features at Washington Park. They suggested a focus on multi-generational uses and facilities, including tennis courts, enhanced basketball courts, improvements to the swimming pool, improvements to the recreation room, a play area for kids that can accommodate all ages, large trees, picnic tables, and places to cook, snack, and shop during baseball season.
- Participants stressed the value of neighborhood parks located within easy walking distances, with plenty of amenities and nominal fees.

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NEIGHBORHOOD PARKS

Suggested amenities for other parks

- **Murphy Park:** While residents like to use the building and the lawn bowling areas at Murphy Park, it lacks ambience. The group suggested adding space for political debates and conversation groups.
- **Ortega Park:** The group praised the maintenance at Ortega, but suggested bigger discounts (or some preference given) for Sunnyvale residents for programs and events offered at the park.
- **Baylands:** Participants said that they love to walk at Baylands, but also introduced the idea of developing an area where they could access a plethora of amenities on one site, including active recreation.

PARKS OF THE FUTURE – A 20 YEAR VISION

Participants ended the focus group with their vision for the future, which included:

- parks being integral to neighborhood definition and togetherness, and
- sustainability, adding features such as recycling, and wind- and solar-powered facilities.

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APPENDIX A: LIST OF PARTICIPANTS

ARTS & CULTURE

Participant Name	Representing	Focus Group/Date
Audrey Wong	Arts Council of Silicon Valley	Arts - March 13
Diana Argabrite	Euphrat Museum	Arts - March 13
Diana Yu Johnson	Sunnyvale Art Club	Arts - March 13
Flo Wong	Artist renting studio space at Raynor Activity Center	Arts - March 13

NEIGHBORHOOD

Participant Name	Representing	Focus Group/Date
Betty Morin	San Miguel Neighbors Association	Neighborhood - March 18
Gopal Patangay	Sunnyvale West Neighborhood Association	Neighborhood - March 18
Kitty Chuang	Ortega Park Neighborhood Association	Neighborhood - March 18
Lorraine Larzabal	Morse Avenue Neighborhood Association; HOA Parkside Villas	Neighborhood - March 18
Lynn Asawa	Birdland Neighborhood Association/Sunnyvale Swim Club	Neighborhood - March 18
Milena Matzinger	Charles Street 100 Neighborhood Association	Neighborhood - March 18
Tara Martin-Milius	San Miguel Neighbors Association	Neighborhood - March 18

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STAKEHOLDERS

Participant Name	Representing	Focus Group/Date
Bob Kinder	Parks and Recreation Commission	Stakeholders - March 10
Bob Obrey	Arts Commission	Stakeholders - March 10
Holly Lofgren	Friends of Fremont Pool	Stakeholders - March 10
JoAnn Barr	Kiwanis Club of Silicon Valley	Stakeholders - March 10
Josh Salans	Sustainable Community Gardens	Stakeholders - March 10
Pat Vorreiter	Former Mayor	Stakeholders - March 10

SPORTS

Participant Name	Representing	Focus Group/Date
Al Mendoza	Lawn Bowling	Sports - March 10
Bob Carpenter		Sports - March 10
Chi-Kin Lee	Senior Table Tennis	Sports - March 10
Chuck Tapella	SG Couples (golf)	Sports - March 10
David Natwick	Sunnyvale Alliance Soccer Club	Sports - March 10
David Peterson	California Sports Center	Sports - March 10
Debbie Mendoza	Lawn Bowling	Sports - March 10
Diane Ammon	Gymnastics Club	Sports - March 10
Dolf Placencia	Sunnyvale Alliance Soccer Club	Sports - March 10
Francisco Rodriguez	Sunnyvale Sports Association	Sports - March 10
Gordon Markley		Sports - March 10
Isabel Shaw	SG Tuesday Ladies' Club (golf)	Sports - March 10
Jackie Rusch	Lawn Bowls Club	Sports - March 10
Joan Jacobson	Ladies' Golf Club	Sports - March 10
Karen Howard	Lakewood Pony Baseball	Sports - March 10

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Ken Waln	Sunnyvale Swim Club	Sports - March 10
Masood Mokhtary	Sunnyvale Alliance Soccer Club	Sports - March 10
Roger Geerts	SG Men's Golf Club	Sports - March 10
Sandra Havelka	Skyhawks Sports Academy	Sports - March 10
Skip Rice	Lawn Bowling	Sports - March 10
Wendy Bockholt	Sunnyvale Southern Little League	Sports - March 10
Willa Markley	SG Thursday Ladies' Club (golf)	Sports - March 10

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City of Sunnyvale Parks and Open Space of the Future Plan
October 13 Intercept Survey Summary

Prepared by:



Moore Iacofano Goltsman, Inc
800 Hearst Avenue
Berkeley, CA 94710

October 2007

Introduction

On October 13, 2007 staff from the Sunnyvale Parks and Recreation Department and MIG staffed a Parks and Recreation booth at the Sunnyvale Pancake Breakfast. In addition to distributing information about the Parks and Recreation Department, staff administered a four question “Intercept” survey of Sunnyvale residents. The survey was designed to provide a snapshot of resident attitudes and preferences for parks and facilities. One hundred surveys were completed, providing both the City of Sunnyvale and MIG a measurable amount of citizen sentiment that will inform the Parks and Open Space of the Future planning process.

Findings

Findings from the survey are listed below. A copy of the survey is included in this report as appendix A.

Length of Residency

56 Percent of survey respondents have lived in Sunnyvale for over 10 years

18 Percent of survey respondents have lived in Sunnyvale for 5-9 years.

26 Percent of survey respondents have lived in Sunnyvale for less than 5 years.

Favorite Park

Ortega, Las Palmas and Washington were the most commonly cited favorite Sunnyvale Parks. Raynor, De Anza and Serra Park were noted as favorites with less frequency than the other parks.

In response to the question about “why” these parks were selected as favorite parks, the most common answers were: proximity, water features and facilities for kids.

Preferred New Parks or Facilities

The top three responses to a question about preferences for New Parks or Facilities were:

1. Parks in neighborhoods
2. Pathways to connect neighborhoods
3. Sports and Aquatics Complexes

Preferred New Programs

The top three responses to a question about preferences for new programs were:

1. Programs for children
2. More special events for the whole family
3. Activities for teens

Other Comments

In addition to the survey questions, residents provided feedback about various aspects of the Sunnyvale Parks program including the need for improved playground equipment at Serra Park and increased programming offerings for disabled youth.



Next Steps

Public involvement activities will be ongoing during the Parks and Open Space of the Future Plan. An online community questionnaire and objective/random telephone survey will both move forward in November, 2007.

City of Sunnyvale Parks and Recreation Department

Parks and Recreation Survey

Hello! The City of Sunnyvale is beginning a Parks and Open Spaces of the Future Planning Process and we need your input. Please help us get a better understanding of what your park usage and preferences are by taking a moment to answer the following questions.

1. How long have you lived in Sunnyvale?

- Less than one year
- One to four years
- Five to nine years
- Ten to 15 years
- Fifteen years or more

2. Do you have a favorite Sunnyvale Park? Yes/No

If yes, which one? _____

Why?

3. If Sunnyvale could add new parks or facilities, what is the most important?

- Parks in neighborhoods
- Pathways to connect neighborhoods and commercial areas
- Access to the Bay Trail and shoreline
- Community Centers with spaces for many activities & group meetings
- Sports and Aquatics Complex
- Park areas for dogs
- Other special use parks such as _____
- Nothing, Sunnyvale has plenty of parks

4. What types of new programs should Sunnyvale provide?

- Programs for children
- Activities for teens
- Classes to support lifelong learning
- More special events for the whole family
- Services for older adults

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INTERCEPT EVENTS SURVEY SUMMARY

HEALTH AND SAFETY FAIR 2008

HANDS ON THE ARTS 2008

The following tables were provided by the Sunnyvale Parks and Recreation Department to summarize two intercept events, the Health and Safety Fair and Hands on the Arts, where they administered surveys.

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ADMINISTRATIVE DRAFT / APPENDIX G

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-2: ADULT

Which Event	Resident	How long	Cross streets	Strengths	Strength	Strength	Weakness	Weakness	Weakness	Opportunities	Opportunities	Opportunities
Health & Safety	0			Clean parks	variety activities	great play structures	parks booked for parties					
Health & Safety	1	11	El Camino/Bernardo	All over the place close by	good for walking		no rock climbing facility	grass pollen-allergy to my son	no much facility in the park/ not enough activity	create job opportunities		
Health & Safety	1	1	Fair Oaks	Safe	Clean	Nice	None			school	recreation	
Health & Safety	1	16	Wolfe/Homestead	Tennis courts	nice environment		no organized activities in the parks	Need more outdoor gym equipment				
Health & Safety	1	14	Lawrence/Tasman	Quantity - Lots available			Entrance fee to Baylands					
Health & Safety	1	2.5	Borregas/Duane	Clean parks	spacious	shaded	Need modernized amenities	Need Community awareness/activities	Activities are planned during 8a. - 5 p.m time - hard for working parents to accommodate youth program schedules	offer kids program at non-work times	updated physical activity equipm for adults (lap/exercise equipment)	
Health & Safety	1	8	Mathilda & Hwy237	well maintained	pretty	friendly	not enough of them, especially north of Hwy101 & west of Fair Oaks	Not enough shady areas	Canopies and Self-setup tables are not allowed and there's not enough non-reservable tables	Borregas Ave House is condemned -- could be converted to a pool house	rental units adjacent to park at Orchard Gardens Park could be converted to park	
Health & Safety	1			all are good								
Health & Safety	1	14	Borregas/Maude/Mathilda	Play structures	Clean		Closed during school hours	Gate around Columbia Park	Facility rental (rooms, particularly) too expensive for me to utilize	would love to see public program with the ropes Course at Baylands		
HOTs	1	9	Homestead & Wright	Water play	clean	activities	parking					
HOTs	2		Cupertino	Great trees	family playgrounds				Banquet room rentals	playground	picnic/sports	The Community Center could be more vital if info was more readily available about activities in all buildings - Sports; Theatre (Need a marquee, lights/flags or posters to make it more visible); Sr. Ctr; Museum
HOTs	1	45	Fair Oaks & El Camino	picnic bbq's	swing playgrounds	active room	rooms cost too much to rent	rent a room is max 2 hours	Free for Sunnyvale resident to rent room in an building for max 3 hours.			
HOTs	1	33	Belleville & The Dalles	open areas					Group events			
HOTs	2		Santa Clara	Clean	recreation facilities	playgrounds	manage equipments	improvements in recreation equipments		fun fairs	sports events	
HOTS	1	30	Hollenbeck	nice shade	Clean		parking			Another skate park for younger kids		
HOTS	1	20	Swallow	plenty of them	updated equipment							
HOTs	1	12	Wolfe & Fremont	Lots of them	Good bathrooms							
HOTs	1	3	Reed & Evelyn	Lots of them	Easily accessible	safe and friendly	not upgraded	not very clean	parking is an issue	more parking	cleanliness	better Tinytots
HOTs	1	8	Mary & El Camino	Convenience	Safe	Fun	Not enough water activity			more water activities		
HOTs	1	3	Homestead	clean	not crowded	good playground						
HOTs	1	30	Borregas & Maude	Great being outside (clean)	programs for children to go to	Area where the children could get wet during hot weather	have more programs for children	some of the picnic areas		keep clean environment	have water activities & field trips	have gatherings for children

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-1: ADULT (continued)

Which Event	Resident	How long	Cross streets	Strengths	Strength	Strength	Weakness	Weakness	Weakness	Opportunities	Opportunities	Opportunities
HOTs	1	1	Remington	Community Center as park is comprehensive								
HOTs	1	4	Tasman & Lawrence	dog parks	shade	water featrues	more dog parks (not any in northern part of City)	need to focus on water saving California native plants	BBQ pits and picnic tables	to have large bodyof water, like Vasona in Los Gatos	Use native plants and educate people on why to use and how to use	I don't go to may parks but would like a map of them to explore them. I'll use the one in Community Activities Booklet (Note thinks Baylands is dog area)
HOTs	1	20	Wolfe & El Camino	Ortega is the best!! Great structures!			old wood structures	run down structures		Please improve the structures; update them	more trees near the structure	Include structures for age ranges
HOTs	0		Cupertino	Kept nice and clean						lots of sports activities		
HOTs	1	1	Manet & Remington	clean	Lots of activity for kids	Lots of space				do birthdays	jog	cycle
HOTs	1	4	Henderson	good environment	clean and neat	good and helpful staff	more activity	more slides	no see saw	HOTs	birthday parties	
Park Hopper	0		Mountain View	clean	have bathrooms	have parking	put more care into keeping up the bathrooms			group meetins	play days	daycamps
Park Hopper	0		Palo Alto	water activities	nice, clean restrooms	shade areas/sitting	too far from Palo Alto!			climbing wall (Ortega)	stream play (Serra)	Water play (Las Palmas)
Park Hopper	0		Palo Alto	quiet locations	clean, w/ good utilizati	variety of equipment				getting together w/ friends	open arrangement	multi-age appropriateness
Park Hopper	0		Mountain Vie	lots of grassy areas	lots of picnic areas	nice play structure	wood chips used too much (sand is better)	not enough mat-covered playgrounds for babies and toddlers		big band concerts	open mike shows	dance workshops
Park Hopper	1	6	Mary & Home	variety of activities	cleanliness		cost associated with rentals	difficulty dealing with staff through whom rentals are done				
Park Hopper	0		San Jose	clean	good restrooms	water to drink	creeks	shade		community center (for meetings)	open grassy areas for play and running	sand, water and climbing structur
Park Hopper	0		San Jose	clean	variety of play structure	family friendly	some play structures are in direct sunlight			park hoppers homeschool meetin	birthday parties	
Park Hopper	0		Campbell	clean, well kept	water is on	diverse for all ages	Las Palmas is hard to watch kids which are younger			water	picnic tables	play equipment
Park Hopper	1	10		well maintained	Good variety of play eq	good parking; clea	too much watering of grass	not letting kids climb trees	some parks not well patrolled for	play opportunities	groups can meet	
Park Hopper	1	20	Hollenbeck &	number of parks availab	all parks are clean and	parking is availabl	none	(some parks have no soap)		children can get wet in some of the parks		

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-3: YOUTH

Event	School	Favorite Park	WHY IS THAT YOUR FAVORITE PARK?						HOW DO YOU GET TO THE PARK?			WHAT IS YOUR FAVORITE THING TO DO AT THE PARK?													Future activity 1	Future Activity 2	Future Activity 3																			
			Play-ground	pool/fountain	sports cours	fields	close to home	other	bike	walk	get driven	hang out	play structures	play on grass	swim	bike/walk jog	practice w/ team	basket-ball	tennis	base-ball/softball	volley-ball	foot-ball	skating/skate-boarding	cricket				la-crosse	other																	
Health & Safety	Fremont	Columbia		1	1		1				1	1							1			1					1	1					1	1			Have teams at parks more	Restore Dog House	Summer camps, etc.							
Health & Safety	Murdoch Portal	Serra					1			1			1		1																						bike	play tennis	play football							
Health & Safety	Columbia	Columbia					1						1																									Soccer	tag	baseball						
Health & Safety	Bishop	Park on Mary Ave	1			1							1		1																							more playgorunds	more activities	fairs						
Health & Safety	Fremont	Community Center, Las Palmas		1																																		have barbeques	be able to hang out more/more benches	swim						
Health & Safety	Huff Elem			1		1									1	1																														
Health & Safety	Bishop	Las Palmas		1								1	1	1	1																															
Health & Safety	Columbia	Fair Oaks				1	1				1				1																															
Health & Safety	Bishop	Washington		1									1	1																																
Health & Safety	Ponderosa	Ponderosa	1										1	1																																
Health & Safety	Columbia	Las Palmas		1									1	1	1	1																														
Health & Safety	Buchser	Elkund	1										1	1																																
Health & Safety	Bracher			1									1	1	1																															
Health & Safety	Bowers	Ponderosa	1																																											
Health & Safety	Columbia	Columbia		1																																										
Health & Safety	Buchser			1																																										
Health & Safety	Fremont	Central, Lakewood	1										1																																	
Health & Safety	Columbia	Washington	1	1	1	1							1	1	1																															
Health & Safety	Columbia	Fair Oaks	1																																											
Health & Safety	Columbia	Fair Oaks	1	1	1	1	1						1	1	1	1																														
Health & Safety	Columbia	Lakewood	1																																											
Health & Safety	Vargas	Columbia				1																																								
Health & Safety	Lakewood	Columbia	1																																											
Health & Safety	Cumberland	DeAnza	1																																											
Health & Safety	Silver Creek High	many			1																																									
HOTs	Sunnyvale Middle School	DeAnza	1																																											
HOTs	Stratford	Ponderosa				1	1																																							
HOTs	Braly	Ponderosa			1																																									
HOTs	Nimitz	Ortega		1																																										
HOTs	Nimitz	Ortega		1																																										
HOTs	Stockmeir	Ortega	1				1																																							

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-2: YOUTH (continued)

Event	School	Favorite Park	WHY IS THAT YOUR FAVORITE PARK?						HOW DO YOU GET TO THE PARK?			WHAT IS YOUR FAVORITE THING TO DO AT THE PARK?														Future activity 1	Future Activity 2	Future Activity 3		
			Play-ground	pool/fountain	sports cours	fields	close to home	other	bike	walk	get driven	hang out	play structures	play on grass	swim	bike/walk jog	practice w/ team	basket-ball	tennis	base-ball/softball	volley-ball	foot-ball	skating/skate-boarding	cricket	la-crosse				other	
HOTs	Nimitz	Serra					1			1																	frisbee	play on swings	swim	soccer
HOTs	Braly	Serra		1					1			1															swing	jump rope		
HOTs	Home school										1	1	1														more creeks			
Park Hopper	Home school	Las Palmas	1								1	1	1	1													Climbing Structures	Play in sand and water	running on grass	
Park Hopper	Home school	Las Palmas	1			1	1				1	1	1	1													play tag	scooter	Act out Star War Scenes	
Park Hopper	Home school	Ortega	1								1		1														climb	run	think	
Park Hopper	Home school	Las Palmas		1							1	1			1				1	1							swim			
Park Hopper	Home school	Serra										1	1													foam swords and frisbee	fly kites	remote control airplanes	ultimate frisbee	
Park Hopper	Home school	Las Palmas	1								1	1	1														swimming	rock climbing	sprinklers	
Park Hopper	Home school	Ortega	1	1							1	1	1							1							Scootering	play on trees	soccer	
Park Hopper	Home school	Las Palmas	1	1	1	1	1				1	1															bring all webkinz	bring my dog	play webkinz tag	
Totals:			12	11	4	6	5	n/a	5	12	13	12	7	9	7	2	0	3	2	2	4	3	1	0	0	n/a				

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-4: OPPORTUNITIES

Opportunities	Frequency	Variations
create job opportunities		
school		
Facilities for meetings	4	Free for Sunnyvale resident to rent room in a building for max 3 hours.
offer kids program at non-work times		
Borregas Ave House is condemned -- could be converted to a pool house		
would love to see public program with the ropes Course at Baylands		
playground		
fun fairs		
Another skate park for younger kids		
more parking		
more water activities	3	
keep clean environment		
to have large body of water, like Vasona in Los Gatos		
Please improve the structures; update them		
lots of sports activities		
do birthdays		
HOTs		
climbing wall (Ortega)		
getting together w/ friends		
big band concerts		
play opportunities		
recreation		
updated physical activity equipment for adults (lap/exercise equipment)		
rental units adjacent to park at Orchard Gardens		
Park could be converted to park		
picnic/sports		
sports events		
cleanliness		
have water activities & field trips		
Use native plants and educate people on why to use and how to use		
more trees near the structure		
jog		
birthday parties		
play days		
stream play (Serra)		
open arrangement		
open mike shows		
open grassy areas for play and running		
birthday parties		
picnic tables		
groups can meet		

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-3: OPPORTUNITIES

Opportunities	Frequency	Variations
The Community Center could be more vital if info was more readily available about activities in all buildings - Sports; Theatre (Need a marquee, lights/flags or posters to make it more visible); Sr. Ctr; Museum		
better Tinytots		
have gatherings for children		
I don't go to may parks but would like a map of		
Include structures for age ranges		
cycle		
daycamps		
Water play (Las Palmas)		
multi-age appropriateness		
dance workshops		
sand, water and climbing structures		
play equipment		

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-5: FUTRE ACTIVITIES -YOUTH

Future activity 1	Frequency	Variations
Act out Star War Scenes		
arts and crafts	2	
baseball	4	
basketball	4	
bike	3	
bowling		
bring all webkinz		
bring my dog		
climb	2	
do competitions		
fairs		
fly kites		
football	4	
free ice cream	2	
gymnastics		
hang with friends	3	more benches
have barbeques/picnics	2	
Have teams at parks more		
jog		
jump rope		
monkey bars		
more activities		
more clean grass		
more creeks		
more games		
more playgrounds	2	more swings; merryg-go-round
party rooms		
Play in sand and water	4	
play on trees		
play sports	2	
play webkinz tag		
remote control airplanes		
rent a ball center		
Restore Dog House		
rock climbing	2	
roller blade on smoother surface		
run	3	
scooter	2	
skate board	2	
soccer	6	
sprinklers		
Summer camps, etc.		
swim	12	
swing	4	
tag	2	
tennis	4	
think		
ultimate frisbee		
volleyball	3	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-6: WEAKNESSES

Weakness	Number of times mentioned	Variations
parks booked for parties		
(some parks have no soap)		
Activities are planned during 8a. - 5 p.m time - hard for working parents to accommodate youth program schedules		
Rental costs--	4	Banquet room
BBQ pits and picnic tables	2	
Canopies and Self-setup tables are not allowed and there's not enough non-reservable tables		
Closed during school hours		
creeks		
difficulty dealing with staff through whom rentals are done		
Entrance fee to Baylands		
Gate around Columbia Park		
grass pollen-allergy to my son		
Group events		
improvements in recreation equipments	7	moderized amenities, manage it, more; more slides; see saw; more mat-covered playgrounds for babies and toddlers
Las Palmas is hard to watch kids which are younger		
more dog parks (not any in northern part of City)		
Need Community awareness/activities		
need to focus on water saving California native plants		
not much facility in the park/ not enough activity	4	need more for children
no rock climbing facility		
not enough of them, especially north of Hwy101 & west of Fair Oaks		
Not enough shady areas	3	play structures not shaded
Not enough water activity		
not letting kids climb trees		
not upgraded	2	run-down structures
not very clean	2	bathrooms
parking	3	
rent a room is max 2 hours		
some parks not well patrolled for illicit activities		
too much watering of grass		
wood chips used too much (sand is better - less splinters)		

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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Survey Summary from the Health and Safety Fair and Hands on the Arts 2008

TABLE G-7: Strengths

Strengths	Number of times mentioned	Variations on Response
active room		
all are good/"nice"	5	pretty
bathrooms	5	2 on cleanliness
Clean	19	
Community Center as park is comprehensive		
diverse for all ages		
dog parks		
friendly	4	good and helpful staff
Fun		
good environment	3	trees
good for walking		
good utilization of space/equipment		
lots of picnic areas	2	
parking	3	
playground	12	variety, Ortega
programs/activities	2	2 for children
Quantity - Lots available	7	accessible
quiet locations		
recreation facilities		
Safe	4	
shade	4	
spacious	5	lots of grassy areas
Tennis courts		
variety activities		
water features	5	
water to drink		
well maintained	3	

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

COMMUNITY WORKSHOP RESULTS SUMMARY

One community workshop was held on July 24, 2008. Participants had the opportunity to review draft recommendations and strategies for parks and facilities in the City of Sunnyvale. Community members provided feedback on the draft vision, strategic direction, core values, system-wide recommendations, and park-by-park needs.

Responses are provided below.

Table 1: Vision

VISION	NUMBER OF RESPONSES
A safe, secure and healthy place for all people	24
A city managed by a responsible and responsive government	21
A regional leader in sustainability	8
A strong, diverse community	2
A community with a vibrant and innovative local economy	2
A community with a distinctive identity	1

Table 2: Strategic Directions

STRATEGIC DIRECTIONS	NUMBER OF RESPONSES
Provide neighborhood-oriented services	20
Provide a balanced and equitable system	14
Encourage an interconnected and accessible city	11
Lead in sustainable practices	10
Provide sound management and stewardship	10
Enhance Sunnyvale's sense of place and identity	1

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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Table 3: Core Values

CORE VALUES	NUMBER OF RESPONSES
Safe, clean and well-maintained	24
Healthy lifestyles	18
Fun and celebration	11
Inclusivity	5
Accessibility	8
Diversity of Experience	2
Flexibility and responsiveness	5
Lifelong learning	8
Environmental stewardship	5

Table 4: System-wide Recommendations

SYSTEM-WIDE RECOMMENDATIONS	NUMBER OF RESPONSES
Continue to implement the playground renovation/replacement program and scheduled resurfacing of sports courts to upgrade aging facilities	13
Proactively target acquisition of land and trails identified within this Plan	10
Amend the City of Sunnyvale's Park Dedication Ordinance to raise the City's adopted park standard to 3 acres per 1,000 residents	10
Encourage an interconnected and accessible city by developing and improving trails, pathways and connections throughout Sunnyvale	10
Implement additional projects as noted in the current Capital Improvement Plan that are consistent with the standards and guidelines in this Plan	7
Evaluate options to add facilities to existing parks to expand recreation opportunities in high density areas, underserved neighborhoods, and undeveloped parks	7
Adopt a level of service standards for parkland and individual park classifications	2
Continue to implement ADA transition plans	2
Follow design guidelines identified within this Plan	2
Develop an identity and signage program for the park system	1
Accept only parkland and trail Rights of Way consistent with this Plan	0
Develop new sports fields as single-use whenever possible	0

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

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Table 5: Park by Park Recommendations – Mini Parks and Neighborhood Parks

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Mini Park			
Fairwood Park	Improve John W. Christian Gateway and identity through signage.	3	
Orchard Gardens Park	Expand the park by converting the adjacent city-owned properties to park use.	3	
	Relocate picnic area to minimize potential conflicts with adjacent residences.	3	
Cannery Park	Maintain current conditions	1	
	Enhance recreation opportunities by using the eastern end of the site	2	
Greenwood Manor Park	Maintain current conditions	2	
	Provide facilities beyond what is typically included in mini-parks in order to meet neighborhood needs in this area.	0	
Victory Village Park	Add tot lot play area to meet design guidelines	1	
Neighborhood Park			
Panama Park	Add children's play areas to meet design guidelines	4	Maintain Current Conditions, Partnership
San Antonio Park	Add children's play areas to meet design guidelines	3	Partnership
Braly Park	Maintain current conditions	0	
Encinal Park	Replace older children's playground area	2	
			Community - Maintain Current Conditions, Identity improvement, programming involvement.
Murphy Park	Add tot play area to meet design guidelines	1	
	Expand the park by developing adjacent city-owned properties	1	

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SUNNYVALE PARKS OF THE FUTURE PLAN

Table 6: Park by Park Recommendations – Community Parks

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
De Anza Park	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design guidelines.	6	
Ponderosa Park	Maintain current conditions	5	Renovate and repair
	Adapt roller skating rink to accommodate skateboarding features.	5	
Raynor Park	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design standards.	5	Maintain current conditions
Fair Oaks Park	Improve pedestrian and bike access from North Fair Oaks Avenue and North Wolfe Road.	4	Add facilities here. Staff - Homeless and alcoholics
	Improve turf quality.	3	
	Resurface southern parking lot.	0	
	Resurface walking path adjacent to NE end of site.	0	
	Improve hardscape around community building, add murals, benches and improve stairway.	1	
Serra Park	Consider relocating the baseball practice backstop to provide additional field space for other recreational activities, such as soccer.	4	
Washington Park	Proceed with renovation and expansion as planning beginning FY 2010/11	3	Partnership, Programming Improvement, Maintain current conditions.
Ortega Park	Maintain current conditions	3	Renovate and repair
Las Palmas	Add additional sports courts (outdoor basketball, volleyball, or tennis) to meet design standards.	3	Maintain current conditions.
Lakewood Park	Improve pathways between parking and group picnic areas	0	Community - Please put lights in the skatepark area.
	Improve surfacing under benches	2	
	Evaluate utility of bleachers, consider removal	2	

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PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	Consider providing additional resources to meet design guidelines.	2	

Table 7: Park by Park Recommendations – Special Use Area

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Fair Oaks Skate Park	Maintain current conditions.	6	Please add lights for night use.
Las Palmas Tennis Center	Maintain current conditions.	6	
Sunnyvale Heritage Center (including Bianchi Barn)	When updating use agreement, consider developing an interpretive trail through the orchard.	4	
	Coordinate programming with active garden/food groups.	6	
Charles Street Community Garden	Maintain current conditions.	3	
Community Center Campus	Maintain current conditions.	1	
Fremont High School (Pool and tennis)	Maintain current conditions.	4	
Orchard adjacent to Tennis Center	Maintain current conditions.	0	
Peterson Middle School Pool	Maintain current conditions.	2	
Sunken Gardens Golf Course	Improve/increase marketing efforts	0	
Sunnyvale Golf Course	Improve/increase marketing efforts	2	
	Secure funding for cart path development, identified in 20-year capital improvement list.	0	
	Develop a tree management plan. Current backlog of tree work is estimated at \$330,000 over three years.	2	
	Improve golf course signage at the course and throughout surrounding neighborhood.	0	

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PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	Upgrade irrigation system including mainline and lateral piping systems, to address inconsistent water pressure in an aging system.	1	
	Develop warm-up/practice facilities and driving range.	1	
West Hill, South Hill and Recycle Hill	Increase wayfinding signage in surrounding neighborhoods.	0	
	Increase interpretive trail signage and gateway features to promote branding and identity	0	
	Develop accessible trails to overlook point.	0	

Table 8: Park by Park Recommendations – Urban Plazas and Regional Open Space

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
Urban Plaza			
Plaza del Sol	Add shading and moveable picnic benches as described in Phase II plans	6	
	Add interactive water feature to center of site, as described in Phase II plans.	3	
Regional Open Space			
Sunnyvale Baylands Park (Wetlands and Active Use area included)	Ensure vegetation consistency, develop a strategic and consistent planting regime.	5	Good location. Lots and lots of walking Islam worship. Social gathering. Nature.
	Add restroom to west end of site near ropes course	5	
	Investigate potential reuse/reconfiguration to accommodate more active recreational uses. Potential uses include: disc golf course, cricket	5	
	Add an interpretive trail opposite the group picnic area, between the drive and the fence, and enhance native plantings.	2	
	Consider renovation and expansion of existing interpretive	0	

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PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
	signage		
	Improve trail and wayfinding signage.	0	
	Improve drainage near Owl Burrow picnic ground.	0	
	Improve drainage at Child's Discovery Area.	0	
	Increase and improve bicycle and pedestrian connections to the park.	4	
	Replace/repair birding dock	2	
	Initiate tree/vegetation management plan to address aging trees	1	
	Add environmental education support facilities such as a nature center and viewpoints	1	
	Expand Great Meadow in available area to the west.	4	

Table 9: Park by Park Recommendations – Greenbelts and Trails

PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
John W. Christian Greenbelt	Consider opportunities to connect to Moffett Field and other regional facilities as they become available.	6	Drain water out. It is smelly! Staff - Get rid of over grown flax all through belt
	Resurface the pathway	6	
	Coordinate with Public Works to explore improving street crossings on neighborhood streets with features such as: Increased interpretive signage to enhance sense of community connectivity; gateway signage; bulbous; expanded crosswalks	4	
Bay Trail	Improve Bay Trail connections and signage at the closed landfill.	8	
Levee Trails	Add trailheads, informational kiosks, interpretive and directional signage, benches and other trail amenities, to improve trail opportunities and use.	8	

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PARK	RECOMMENDATION	NUMBER OF DOTS	COMMENTS
			Stevens Creek Trail - Coordinate with Mountain View to bring Stevens Creek Trail to Remington Avenue - received 16 votes!

ADDITIONAL COMMUNITY COMMENTS

Community members had the opportunity to provide comments on comment cards. The following responses were received:

- Open land on Pastoria is semi-industrial and should be considered as a possible sight for a new park.
 - If there is a need, the City looks at different land acquisition/use options.
 - City is talking with several land owners in the city
 - Also have to consider zoning
- Stevens Creek Trail
 - Not a current city facility - which is why it is not included on boards
 - Development of trail is in the works with other jurisdictions

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Parks of the Future Community Workshop - September 18, 2008

Group Exercise - Financing Options

	Total Supporting Each Option (Multiple selections possible)
<ul style="list-style-type: none"> • Consider establishing a non-profit Friends of Parks and Recreation group (Could do fundraising on behalf of parks and recreation projects, programs and services.) 	13
<ul style="list-style-type: none"> • Grant Revenue (Grants typically project based and dependent on availability of funds from state and federal sources.) 	12
<ul style="list-style-type: none"> • Raise Park Dedication fee standard from 1.25 acres to 3 acres per 1,000 residents under the Quimby Act (One time fees or dedication of land paid by developers at time of building permit issuance to provide facilities for new development. Quimby Act requires a minimum of 3 acres and a maximum of 5 acres. Sunnyvale requires 1.25 acres. Applies only to land subdivisions for housing.) 	12
<ul style="list-style-type: none"> • Consider a Sales Tax Revenue Bond (Increase in sales tax could generate revenue for capital improvements. Would require voter approval.) 	5
<ul style="list-style-type: none"> • Consider a Bond Measure (Bond is issued based on increasing the property tax rate on real property assessed value. Would require voter approval.) 	4
<ul style="list-style-type: none"> • Consider a Parcel Tax (Generally flat amount per parcel with variances by major land use category. Requires two-thirds voter approval.). 	3
<ul style="list-style-type: none"> • Consider establishing a development impact fee under the Mitigation Fee Act (One time fees paid by developers per new single family or multi-family dwelling unit. Would pertain to single lot and infill projects. Would require a nexus study to document the relationship between new development and increased park needs.) 	3
<ul style="list-style-type: none"> • Consider Benefit Assessment Districts (essentially an annual tax on a defined group of property owners correlating to a “benefit” the property owners might receive in addition to any general benefits accruing to all properties in a jurisdiction – increase in property value is not sufficient – property owners must approve a benefit assessment by majority vote) 	3
<ul style="list-style-type: none"> • Reduce service levels at all park sites and divert freed up funds to other priorities. (e.g., could include lower turf quality, lower cleanliness standards, etc.) 	1

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Parks of the Future Community Workshop - September 18, 2008

Group Exercise to Rank Development Options

Ave Ranking		Priority Ranking (1 high, 10 low)										Total Responding
		1	2	3	4	5	6	7	8	9	10	
3.3	Develop neighborhood and/or mini parks on land already owned by City in areas identified as underserved (e.g., Morse Ave and AMD sites)	1	8	2	2	3	1	0	1	0	0	18
4.3	Restore service levels at all facilities to include: edging, weed abatement and all ornamental ponds filled year round.	5	1	1	2	2	2	1	2	0	1	17
4.3	Maintain existing inventory of parks and park amenities, replacing/repairing as needed.	1	3	3	1	2	2	2	0	1	0	15
4.5	Pursue increased trail connections.	7	1	0	1	1	3	0	2	1	2	18
5.3	As development occurs in areas identified as underserved, require developers to dedicate land (as opposed to paying in-lieu fee) and then develop as mini and neighborhood parks	1	3	1	4	4	0	2	3	2	1	21
5.4	Add amenities at existing parks to meet Minimum Design Guidelines, bringing existing sites up to meet standards as far as type of amenity (e.g., playstructures) at the site.	3	0	3	1	0	4	4	2	2	0	19
5.4	Pursue expanded agreements with school districts at 9 sites identified as being in underserved areas in order to ensure public access to open space amenities over and above the athletic fields.	0	1	5	4	2	1	6	1	0	2	22
6.8	Add amenities at existing sites to exceed Minimum Design Guidelines.	0	0	2	3	1	1	1	0	4	3	15
7.8	Purchase or create a fund to purchase acreage and develop Community Parks (2 at 25 acres), which could include sports complex.	0	0	1	0	2	1	1	3	5	3	16
8.1	Develop Recycle Hill/West Hill as a regional park.	0	1	0	0	1	2	1	2	3	6	16

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Parks of the Future Community Workshop -- September 18, 2008

Comments

Light a fire under the City Council/City Manager to increase Park Dedication Fees

Very disappointed to see access to the Stevens Creek Trail being brought up in this context after the neighborhood was assured that the issue was dead.

Don't develop Baylands trail area. Promote usage where WTP area is. There are many acres there.

There is a need for a camping facility to support youth groups (Boy Scouts, Girl Scouts, etc. with an overnight capacity >500 people

PARKS OF THE FUTURE WEBSITE COMMENTS

An important feature of the Parks of the Future project was the project website, www.parksofthefuture.com, that served as a project information hub. In addition to background documents, project meeting announcements and progress reports, the site hosted the online survey and also allowed users to provide comments on any topic of their choosing. The comments provided below were submitted electronically to the Parks of the Future website between December, 2007 and June, 2008. The comments have been sorted by subject matter and have not been edited.

BICYCLE AND PEDESTRIAN COMMENTS

1/23/2008

I would strongly urge that Sunnyvale to give a high priority to establishing a direct pedestrian and bicycling connection to Stevens Creek Trail and to connect the existing bike lanes into a safe bike transportation grid.

1/28/2008

Please consider a pedestrian and bicycle connection to Stevens Creek Trail, possibly at the end of Remington Avenue.

1/28/2008

I forgot to mention in the survey that I would like to make the Remington Ave. overcrossing of Highway 85 top priority for the Parks budget. This will provide much needed open space access for residents to bike/walk in West Sunnyvale.

4/1/2008

I live in San Miguel neighborhood of Sunnyvale. I would like to have bike paths/greenbelts available for bike riding myself and my kids so as to be able to ride bikes safely and farther than we can around our neighborhood. There is a school playground, but no park or bike paths easily accessible to us. To get to a park, we have to ride on busy streets

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that do not have bike lanes. This is too dangerous, as cars are not used to driving with bikes.

GREENBELTS

12/8/2007

It is very important that project 900112 is completed. This is the upgrade to the greenbelt at Lakewood Elementary school. Please include in your plans.

PARK FEATURES

12/12/2007

Two suggestions: 1. Covered structure to do yoga under protected from direct sunlight and wind. Currently Ortega Park is the only park with something like this. I would prefer to have a nylon, canvas, sail -like covering to practice yoga individually or in small groups.

Covered amphitheatre would solve the wind block also.

2. Adult swing set, similar to what I saw in Venice Beach in LA under constant use. Go to swingaring.com to see examples. This is the only adult swing set I've seen which truly offers a whole-body work-out. The one on Venice Beach I saw was side-by-side to a child sized one and seemed to be very popular.

1/9/2008

I've been meeting with eight other men weekly at the Lakewood Park fire ring for the last four years. Last night we saw the new sign requiring a fire permit, and today found out it's \$25 per day. This seems extremely excessive, as though your real purpose is to end fires there completely. I suppose the Cub Scout troop may want to ante up \$25 for their annual campfire, but for our small group, you're essentially pushing us away. Considering we're a bunch of 40-60 year old men, clean the place up, and even repaired some of the missing stones over the years, I'm not sure what the issue is that moved the city to post this requirement, but suspect that the teens and vagrants that sometimes gather there are the real target of this rule. I'd like to find a way to continue using the fire ring in a responsible way, but \$1,300 is way beyond our means, especially since you aren't supplying firewood. Who can I discuss this with?

2/15/2008

I would love to see more areas for people, especially young children and families, to operate Radio Control vehicles. This can be such a great hobby, and it's a great way for parents and children to get involved in an activity together. It will offer people an alternative to being out on the streets. Every RC park and track that I have been to has been a great family environment and a safe place for children and parents alike. My Dad and I restored muscle cars when I was young, and I would not trade anything in this world for the time we spent together working on our cars. RC cars can be a great way for families to become involved in a wonderful hobby relatively cheap and it will offer kids a positive environment to grow up and spend time in, which is something that is becoming harder and harder to find each day.

4/12/2008

I would like to see a track at Cherry Chase School. The school is currently 650 students with a full time PE coach and the school will grow again by at least 40 students next year. I believe that we are also the only school in the district without a track.

This addition/change could potentially save water. Also, after the school's Fun Run and walk-a-thon the grass has turned to a muddy mess. Can you imagine what it looked like after 600 students walked 1/4 mile loops for 3-4 hours? A track would eliminate this damage. Also, a cricket field could be installed at the time the track is created. The field is set for changes this summer so please look into this soon.

6/27/2008

I love Martin Murphy Park. It's accessible, open, beautiful and spacious. It is also a peaceful place to walk or picnic. Some of the facilities are underused, though. The amphitheatre would be a perfect place for spring, summer and fall outdoor concerts and picnics and weddings, but the rules of the park state that there cannot be any amplified music. Unfortunately the noise from the Central Expressway is so heavy that it makes it almost impossible to be heard otherwise. Maybe that rule could

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SUNNYVALE PARKS OF THE FUTURE PLAN

be modified to allow amplification at a certain level for some events. Since the park closes at dark, it would not affect many residents in the evenings. Also, the bocce ball court is lovely, but not as accessible to everyone. Why not have a once a month introduction to bocce event or something of that nature?

I have heard that a playground has been suggested for the site. This I do not recommend. Many other parks nearby have playground facilities, which is great for families, but those of us who do not have families like to have someplace to go away from the masses of screaming kids. It's nice to have a place to go meditate and relax under the big trees away from the sea of humanity. It feels like getting away from it all without going anywhere. The facility center there could use a little facelift, too. It's often closed up and dark, not allowing anyone to see what it has to offer, yet it has big windows and views that could enhance any event.

RECREATION PROGRAMS

2/7/2008

I just filled out your questionnaire, but am concerned it does not ask the correct questions. If the classes offered are not full there may be reasons other than no interest. I think it is Important to provide recreation in the way people want to use it, even if it might be a little harder for Sunnyvale staff.

What do I mean?

1. I am interested in pottery, but know from previous experience that I want a long period to throw pots, then a short period later to trim them. The time between the two changes depending on the moisture content of the air. Sunnyvale only provides classes, and 4 hour blocks.
2. I am very interested in water exercise. I have participated in Sunnyvale classes on and off for years. I currently go to Mountain View even though I live a few blocks from Washington Pool. Sunnyvale prices are very high. (\$5.25/class vs. \$3.33/class at MV This includes the out of city premium) Over the last 6 years, people I know have moved on to the YMCA, De Anza or changed their exercise program.

Sunnyvale has had non-existent or incompetent staff (except for Sarah) and charged significantly more. Complaints to the city have been ignored, or I have been referred to the Fremont pool. Although the Fremont pool had the class listed, the classes had "contact the pool" for times. I contacted the pool and was told the classes did not exist. It was at this point I started attending the classes in Mountain View that go year round.

I am also concerned about maintenance. The Washington Pool still looks like crap, with the surrounding cement cracked, and the bleachers condemned. I had hoped the recent work would take care of it. The work was sent out for bid months AFTER the pool was closed so the work could be done, and was not completed before normal pool opening date last summer.

Before building new facilities, I would like to see the facilities we have maintained and managed competently.

2/8/2008

No-where in the survey did you ask how the disabled and families of the disabled' needs could be met. They are a small % but a very needy group. There is a one size fits all program available - Special Olympics - And whereas this is an excellent program for some, it is not flexible enough for many. Thank you for letting us have input.

MORSE PARK SITE

3/13/2008

Does this committee have any relationship with the planning or disposition of the park that was to be on Morse Avenue, between Toyama and Weddell? If so, could you tell me where it currently stands in the process?

3/14/2008

Could you please tell me what is the current status of the Morse Avenue Park project?

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

SUNNYVALE PARKS OF THE FUTURE PLAN

4/2/2008

How big is the park that is in plan/consideration for Morse Ave/Weddell? I realize that the park is currently unfunded. However, I would like to know how large the space is.

TIMING

4/4/2008

I was looking at the Process Graphic - Plan Timeline and Milestones pdf document and the draft report was planned out to be completed in April 2008. Is this proposed timeline still accurate or has there been changes to it?

If changes have been made, is there a date set for when the draft report is on the agenda for the Park and Rec Commission and City Council? Please let me know. Thank you.

SOCCER

12/15/2007

I read the "2002 Report of Community Recreation Needs Assessment" and was surprised to find no mention of pickup soccer games for adults (and for kids as well).

I play in pickup soccer games three times a week. Sundays, Tuesdays, and Thursdays.

I maintain email mailing lists for three of these games with about 50 names on three separate lists (150 names total). This is only a very small fraction of all the adult soccer pickup games going on in Sunnyvale. There are multiple games going on every day at Baylands Park, Sunnyvale Middle School, Fair Oaks Park, Cupertino Middle School, and on and on and on. Some of these are listed on Socster.com. AYSO, PAL, and South Bay Soccer add many additional more formal games.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

APPENDIX G

So far all the groups that I play with have been able to find fields to play on most of the time. We are not interested in booking fields or paying to play.

The groups that I play with are interested in playing, rain or shine. We are very bent out of shape that Sunnyvale closes fields in bad weather. Sunnyvale should keep fields open regardless of weather. That's what playing fields are for.

Pickup soccer is characterized by:

- No one is in charge (no insurance liability)
- Everyone who shows up plays
- Rough play is not tolerated (i.e. you go back to work afterwards).
- No cost

I would be very pleased to take part in you planning group. I am retired and would have lots of time to participate.

12/20/2007

Please consider giving soccer a place when developing "Parks of the Future". My friends and I are always struggling to find a place where to play soccer, especially during winter since there are no illuminated fields.

Thank you!

12/20/2007

It would be great if Sunnyvale could provide more places for people to play pickup soccer. There is a large number of players in the area and no mention of plans to address this. In the winter, the traditional soccer season, there are almost zero places to play, and when it is a bit wet, there is nothing.

12/20/2007

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

SUNNYVALE PARKS OF THE FUTURE PLAN

The Parks of the Future web postings appear to completely ignore the fact that there are many people in the community who like to play soccer. That includes me. I am a registered voter and I vote. Thank you for your anticipated consideration of soccer in park uses.

2/4/2008

Currently the city is allowing organized an adult soccer league to utilize Las Palmas Park on Sundays. Las Palmas Park is not an athletic field. The soccer league monopolizes the entire from very early morning to very late afternoon. The traffic and parking problems created are significant to the neighborhood. The streets are littered with refuse, empty water bottles, etc. and the lawn area is devastated by the end of the playing season. In essence, Las Palmas Park is not an appropriate site for organized adult soccer.

Thank you.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

Corrections & Comments supporting Draft Stevens Creek Feasibility Study[Section 508 Navigation](#)[Skip Navigation](#)

Impacts of Trails and Trail Use

Hosted by AmericanTrails.org

Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life

Are trails safe? How do they affect property values of adjacent residents?

Compiled by Suzanne Webel, Boulder Area Trails Coalition

Are trails safe? How do they affect property values of adjacent residents? These perennial issues have been the subject of a few studies which find that trails are quite benign in their social impact. The facts haven't stopped groups organized against rail trail development from trumpeting that the few instances of crime are proof that trails are unsafe.

Homeowners nationwide express the same concerns and fears about proposed trails in their neighborhoods. But studies in various parts of the United States seem to show that concerns about trails lowering property values and increasing crime are unfounded. In fact, trails have consistently been shown to increase (or have no effect on) property values, to have no measurable effect on public safety, and to have an overwhelming positive influence on the quality of life for trail neighbors as well as the larger community.

1. The Effect of Greenways on Property Values and Public Safety; The Conservation Fund and Colorado State Parks, State Trails Program (1995)

"The study of Property Values and Public Safety was to determine what effect, if any, the presence of urban trails has had on public safety to property owners who live adjacent to a trail and on property owners who live within one block of a trail. The study also evaluated the level of public acceptance for urban trails and their effect on the quality of life in these neighborhoods..."

"The need for the study arose due to concerns expressed by several different neighborhoods over the proposed construction of new trails. These concerns included fears that the presence of an urban trail might lower property values and also create a risk to public safety,

thus adversely affecting the quality of life in the neighborhood. These concerns are similar to concerns voiced in the past over proposed trails that are now established and accepted...."

Three Denver trails were studied in detail: "Data was collected in the summer of 1994 by telephone interviews of residents adjacent to or near to the trails, real estate agents who buy and sell homes in metro-Denver, patrol officers who work the trails, and biweekly surveys of the Denver Post Real Estate advertisements...."

Results of the survey show that "urban trails are regarded as an amenity that helps to attract buyers and to sell property. For residents of single family homes adjacent to a trail:

29% believed that the existence of the trail would increase the selling price of their home (and 43% said it would have no effect).

57% of the residents felt that the trail would make the home easier to sell (with 36% saying no effect).

57% of these residents had lived in their homes prior to construction of the trail

29% of those surveyed were positively influenced by the trail in their decision to buy the home.

Results were similarly positive for residents who lived near but not adjacent to the trail..."

"Of the real estate agents interviewed:

► Related topics:

[Benefits](#)
[Economic impact](#)
[Health & trails](#)
[Rails to trails](#)
[Safe Trails Forum](#)
[Planning](#)

► More resources:

[Bibliography](#)
[Quotations](#)
[Glossary](#)
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[Tools](#)
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► For more opportunities for training on trail design, construction, and management see the [National Trails Training Partnership](#) area.

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

73% believed that a home adjacent to a trail would be easier to sell

55% agreed that the home would sell for more than a comparable home from a different neighborhood

82% of real estate agents used the trail as a selling point

100% believed trails are an amenity to the community around it...

"No public safety issues could be directly linked to the trail. Only one resident interviewed was concerned with this issue, and none of the officers interviewed believed trails had any effect on public safety...."

"[In summary,] concerns that urban trails might adversely affect [sic] public safety and property value in surrounding neighborhoods are not substantiated by the results of this study. The effect of a trail is beneficial, rather than detrimental."

2. The Impact of the Brush Creek Trail on Property Values and Crime; Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, (1992)

"The purpose of this study was to determine what effect, if any, a bicycle/pedestrian trail has on property values and crime rates. Concerns by local property owners that proposed trails may negatively affect property values or increase crime prompted this survey. Due to its 9 year existence, the Brush Creek Trail, built along Brush Creek in Santa Rosa's Rincon Valley, was selected as the focus of this survey...."

"Seventy five residents were surveyed on how long they had lived in the neighborhood, how the trail has affected their overall quality of life; what effect the trail would have on selling their homes, what effect the trail had in their decision to buy their homes; how the trail has affected their privacy, and what problems, if any, they have had with crime caused by trail users. Additionally, interviews were conducted with apartment and mobile home park managers near the trail, real estate agents with listings adjacent to trails, and law enforcement agencies; fifteen other cities were contacted for information on surveys regarding the effect of trails on property values and crime..."

64% of respondents felt the trail increased the quality of life in the neighborhood, with another 13% saying "no effect"

33% said the trail would make their home easier to sell, with 49% saying "no effect"

23% said the trail would make their home sell for more, with 69% saying "no effect"

Of real estate agents:

19% said homes next to a public trail would sell for slightly more, with another 48% saying "no effect"

61% of real estate agents said they use proximity to trails as selling points

"The law enforcement agencies had no data to determine crime statistics; survey results from 15 other cities showed only a small number of minor infractions including illegal motorized use of the trail, litter, and unleashed pets.

"The study shows neither increased crime nor decreased property values due to trails. On the contrary, the most overwhelming opinion by residents along the Brush Creek Trail is that the trail/creek has a positive effect on the quality of life in the neighborhood."

3. Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: a Resource Book (1990), Rivers and Trails Conservation Assistance, National Park Service;

This comprehensive volume includes studies from across the U.S., analyzed by impacts on Real Property Values, Expenditures by Residents (i.e. how people spend their leisure dollars), Commercial Uses, Agency Expenditures, Tourism, Corporate Relocation, Public Cost Reduction, Benefit Estimation, etc.

"The effect on property values of a location near a park or open space has been the subject of several studies... Many studies have revealed increases in property values in instances where the property is located near or adjacent to open spaces..."

A 1978 study of property values in Boulder, Colorado, noted that housing prices declined an average of \$4.20 for each foot of distance from a greenbelt up to 3,200 feet. In one neighborhood, this figure was \$10.20 for each foot of distance. The same study determined that, other variables being equal, the average value of property adjacent to the greenbelt would be 32% higher than those 3,200 feet away.

The same study revealed that "the aggregate property value for one Boulder neighborhood was

Corrections & Comments supporting Draft Stevens Creek Feasibility Study

approximately \$5.4 million greater than if there had been no greenbelt. This results in approximately \$500,000 additional property tax revenue annually. The purchase price of the greenbelt was approximately \$1.5 million. Thus, the potential increase in property tax alone could recover the initial costs in only three years."

A different 1988 Boulder study found that "the public cost for maintaining non-open space, such as developed acres, was estimated to be over \$2,500 per acre, and could be as high as \$3,200 per acre when utilities, flood control, transportation, and subsidiary governmental entities' costs are included. The cost for maintaining open space in the City was only \$75 per acre, or less than three percent of the cost on non-open space..."

4. Effects of Three Cary Greenways on Adjacent Residents (1995), Lauren A. Tedder, University of North Carolina at Chapel Hill

"The purpose of this study was to determine if such problems plague the adjacent and nearby residents of three Cary, North Carolina greenways... a survey of those living near the three greenways was conducted. Respondents were asked questions designed to reveal their satisfaction with the greenway, their initial feelings toward the greenway, the frequency of problems they experienced, their use of the greenway, and their perceptions of the effect of the greenway on their property value.

"The results of the survey, which achieved a 75% response rate, supported the hypothesis that most residents feel satisfied with the greenways and that problems are minimal.

"Planners should take care to instill positive feelings among affected residents toward a proposed greenway by involving them in the planning process, educating them on the benefits of greenways, presenting data that refute their fears of perceived problems, and calming their greatest fears of crime through crime prevention efforts. Reducing the number of occurrences of the most commonly reported problems will require adapting greenways to specific circumstances. For example, noise and loss of privacy problems may be ameliorated by increased buffers between the greenway and home, while open wood rail fences may more clearly signify property lines and reduce trespassing."

Spring 2000

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Supplement to Comment # 121

Name: Kathleen Cordova

[REPORT: Citizens for Responsible Trails \(CRT\) Response to Stevens Creek Trail Feasibility Study](#)

RESPONSE REPORT

Citizens for Responsible Trails, a local advocacy group, has created an official response to the Stevens Creek Trail Joint Cities Feasibility Study that was recently made available on the [City of Sunnyvale's website](#). Citizens for Responsible Trails evaluated the trail routes identified in the study by determining to what extent the route segments are consistent with the group's core values:

- 1) Fiscal Responsibility
- 2) Utilize Existing Infrastructure
- 3) Minimize New Impact

Each trail segment is also rated as to whether budget estimates for new infrastructure are consistent with the group's emphasis on fiscal responsibility.

Download the full report here: [CRT Response to Stevens Creek Trail Feasibility Study](#)

Questions and comments about the response can be directed to [Citizens for Responsible Trails](#)

RECOMMENDATIONS TO CONCERNED CITIZENS

Citizens for Responsible Trails has seen that the cities will listen to the concerns of citizens. Here is how you can get involved:

Attend one (or more) of the three upcoming Public Input Meetings:

Sunnyvale Public Input Meeting

Thursday, May 21, 2015 from 6:30 9:30 p.m.

Sunnyvale Community Center Ballroom 550 E. Remington Drive, Sunnyvale

Cupertino Public Input Meeting

Monday, June 1, 2015 from 6:30 9:30 p.m.

Cupertino Community Room, 10350 Torre Avenue, Cupertino

Los Altos/Mountain View Public Input Meeting

Monday, June 8, 2015 from 6:30 9:30 p.m.

Mountain View Senior Center, 266 Escuela Avenue, Mountain View

Email your comments on the Stevens Creek Trail Feasibility Study to:

SCTfeasibilitystudy@sunnyvale.ca.gov. Your comments will be included in the final report to the city councils of Cupertino, Los Altos, Mountain View and Los Altos

Contact your local city elected officials and city staff to voice your concerns and views.

Supplement to Comment # 121

Name: Kathleen Cordova

Documents were submitted in separate attachment

20-May-15

18 pages

Citizens for Responsible Trails: Response to Stevens Creek Trail Feasibility Study

*For Consideration by the Joint Cities Working Team, Elected Officials and Staff
of Cupertino, Los Altos, Mountain View and Sunnyvale*



Don Burnett Bicycle and Pedestrian Bridge

Citizens for Responsible Trails Steering Committee:

Kathleen Cordova, Chairperson

Marianne Cali

Bob Delaney

Michael Eiger

Steve Elich

Craig Hofstetter

Vikrant Kasarabada

Pete Metrulas

Tom & Pam LaPierre

Angela Huang

Rev. May 12, 2015

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Executive Summary

Citizens for Responsible Trails is an advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails is an advocacy group that represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens.

CORE VALUES

Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values:

Fiscal Responsibility - The routes under consideration could potentially result in significant new public spending. *In aggregate, budget estimates for \$56,815,000 in construction projects are provided in the study, not including the cost to acquire required land, secure required easements. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. Finally, no estimates for ongoing maintenance are provided.* Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Utilize Existing Infrastructure - Whenever possible, public employees and elected officials should seek to incorporate existing infrastructure to accomplish the objectives of a public works program. Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration

Minimize New Impact - Any new route through an existing neighborhood, regardless of the merits of the route, will have an impact that will need to be studied and mitigated. Citizens for Responsible Trails takes the position that general public use trails should minimize impact on existing neighborhoods by utilizing existing, funded infrastructure whose impacts are well-understood.

ROUTE EVALUATION RESPONSES

This response evaluates the route segments identified in the feasibility study and determines to what extent the potential route segments are consistent with the core values identified above. This is discussed more fully in the "Route Evaluation Responses" section of this response.

RECOMMENDATIONS

Finally, Citizens for Responsible Trails makes the following recommendations regarding the Stevens Creek Trail Feasibility Study (discussed more fully in the "Recommendations" section of this response):

Breathe New Life Into Existing Infrastructure - Significant infrastructure already exists that can be used for the Stevens Creek Trail. In fact, today one can travel by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure. Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating existing infrastructure into the Stevens Creek Trail project.

Leverage Adjacent Opportunities - There are numerous adjacent opportunities like Santa Clara County's Expressway 2040 project and the Mary Avenue Street Space Allocation project that could be leveraged to increase the benefits to the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible.

Maximize Positive Externalities - In addition to the intrinsic benefit of the Stevens Creek Trail, Citizens for Responsible Trails believes that the trail could create significant positive externalities beyond recreational use. The trail could benefit students commuting to local schools and colleges, local businesses along the trail corridor and users of regional recreational facilities like Rancho San Antonio Park.

SUMMARY

The Stevens Creek Trail project has two finished segments. The first is located in Mountain View and outlets at the State Route 85 pedestrian overcrossing at Dale Avenue/Heatherstone Way. The second is located in Cupertino at Stevens Creek Boulevard adjacent to the Blackberry Farm Golf Course and connecting to Blackberry Farm Park and McClellan Ranch Preserve.

The feasibility study attempts to answer how four cities can coordinate actions to connect those two trail segments. Citizens for Responsible Trails advocates for the position that there is extensive existing infrastructure that can be used to complete the Stevens Creek Trail. The group believes that elected officials should resist the allure of "signature" public works projects that ultimately do not measure up to expectations or deliver a positive return to taxpayers for their investment.

Instead, Citizens for Responsible Trails urges elected officials to follow an incremental approach that leverages existing infrastructure, enhances the trail and bicycle facilities for a variety of users, and delivers on the promise of efficient and cost-effective local government.

Route Evaluation Responses

The Stevens Creek Feasibility Study breaks the study area into four primary segments:

1. Dale Avenue/Heatherstone Way to Fremont Avenue
2. Fremont Avenue to Homestead Road
3. Homestead Road to Stevens Creek Blvd.
4. Connections to Rancho San Antonio Park

The study evaluated these segments to determine whether and to what extent bicycle infrastructure already exists in a variety of potential routes between segments. The study also determined where new infrastructure would be technically feasible in places where bicycle infrastructure either does not exist or could be enhanced. Finally, the study provides preliminary budget estimates for potential new bicycle infrastructure.




It is important to note that many of these new infrastructure projects require land to be acquired and/or easements to be granted by public and private landholders for the new infrastructure to be feasible. The feasibility study does not include the cost of land acquisition and/or granting of easements in its budget estimates. The study also fails to include the projected cost of on-street bicycle and pedestrian improvements (traffic signals, bike lanes, signage, etc.) in the various trail segments. The study also does not include the cost of ongoing maintenance of trail facilities including utilities, infrastructure replacement, security, graffiti abatement and other operational costs.

Route Evaluation Criteria

The routes evaluated in the report are summarized in the sections below for each of the study segments. Each segment of the route is evaluated by Citizens for Responsible Trails using three criteria that reflect the group's core values:

1. Fiscal Responsibility
2. Utilize Existing Infrastructure
3. Minimize New Impact

The routes are evaluated as follows:

Symbol	Description
	Route segments that are inconsistent with the group's values are designated with a red circle.
	Segments that have elements that are consistent with the group's values and others that are inconsistent with the group's values are designated with a yellow circle.
	Segments that are consistent with the group's values are designated with a green circle.

Finally, if new infrastructure is proposed and budget estimates are provided, the proposal is evaluated using the criteria above with specific emphasis on fiscal responsibility.

Dale Avenue/Heatherstone Way to Fremont Avenue

The segment that connects trail infrastructure in Mountain View to Fremont Avenue in Sunnyvale is evaluated below. While there is extensive existing infrastructure in this study segment, there is a proposal for significant new infrastructure to be built at Permanente Creek adjacent to State Route 85.

This infrastructure would involve either an underpass or a pedestrian overcrossing (i.e., bridge). Option 1 would construct an underpass and would result in new spending of \$16,670,000.¹ Option 2 would construct an overcrossing and would result in new spending of \$11,000,000.²

These proposals for new infrastructure are evaluated as follows:

Table 1a: Dale Avenue/Heatherstone Way to Fremont Avenue - New Infrastructure








































Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize Neighborhood Impact
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue Budget Estimate: \$16,670,000	●	●	●
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing Budget Estimate: \$11,000,000	●	●	●

¹ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86

² Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 86

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main artery in this section of the trail is Mary Avenue. The streets that feed into Mary Avenue mostly have existing bike lanes. Furthermore, the Mary Avenue route would leverage the Mary Ave Street Space Allocation Project that is bringing traffic-calming and bicycle enhancements to Mary Avenue as part of a separate project.

Table 1b: Dale Ave/Heatherstone Way to Fremont Avenue - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Heatherstone Way	Undesignated			
Knickerbocker Drive	Existing Bike Lanes			
Mockingbird Lane	Undesignated			
Remington Drive	Existing Bike Lanes			
Bernardo Ave (Heatherstone to Remington)	Existing Bike Lanes			
Bernardo Ave (Remington to Fremont)	Bike lanes require removal of one side of on-street parking			
Mary Avenue	Undesignated; Bike lanes approved with Mary Ave Street Space Allocation Project			
Diericx Drive	Undesignated			
Franklin Ave	Undesignated			
Bryant Ave	Existing Bike Lanes			
Truman Ave	Undesignated			
Fremont Ave (State 85 to Fallen Leaf)	Existing Bike Lanes			
Fremont Ave (Fallen Leaf to Grant Road)	Existing Bike Lanes			










Fremont Avenue to Homestead Road

The segment that stretches from Fremont Avenue to Homestead Road is evaluated below. While there is extensive existing infrastructure in this study segment, there are two separate proposals for new infrastructure along Bernardo Avenue and another one at the bridge that spans State Route 85 at Homestead Road.

The new infrastructure along Bernardo Avenue would result in new spending of \$3,925,000.³ The options to cross Fremont Ave and connect with the Bernardo Ave Path cost either \$11,000,000 or \$16,670,000 depending on which option is chosen. Moreover, the enhancements to the overcrossing at Homestead Road would result in new spending of \$2,450,000.⁴ As the Bernardo Avenue path relies on the enhancements to the connection on Fremont Ave and the overcrossing at Homestead Road as envisioned in the study, the true cost of the Bernardo Avenue Path is really either \$17,375,000 or \$23,045,000 depending on which option for crossing Fremont Ave is chosen

These proposals for new infrastructure are evaluated as follows:

Table 2a: Fremont Avenue to Homestead Road - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Avenue Path Budget Estimate: \$3,925,000			
State Route 85 Crossing at Homestead Road Budget Estimate: \$2,450,000			
Bernardo Avenue Path + Route 85 Crossing at Homestead Road (True Cost of Bernardo Ave Path) Budget Estimate: \$6,375,000			

³ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 87

⁴ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 88

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Mary Avenue and Homestead Road. Both of these main arteries have extensive bicycle infrastructure. The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.⁵

The Homestead Road route benefits both from existing bicycle lanes and the separated pedestrian/bike path on a segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange. This path is well-travelled by students on bicycles who commute from their homes in Cupertino, Los Altos and Sunnyvale to West Valley Elementary, Cupertino Middle School and Homestead High School. As such, enhancements to the bicycle infrastructure on Homestead would benefit these students in addition to bicyclists travelling to the Don Burnett Bicycle and Pedestrian Bridge and the Foothill Expressway/Boulevard corridor.

Table 2b: Fremont Avenue to Homestead Road - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Bernardo Ave	Undesignated; Requires 1 way street, removal of parking or neighborhood greenway	●	●	●
Belleville Way	Undesignated	●	●	●
Bedford Ave	Undesignated	●	●	●
Fallen Leaf Lane	Undesignated	●	●	●
Louise Lane	Undesignated	●	●	●
Newcastle Drive	Undesignated	●	●	●
Mary Ave	Existing Bike Lanes	●	●	●
Homestead Road	Existing Bike Lanes and Pedestrian/Bike Path	●	●	●

⁵ "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

Homestead Road to Stevens Creek Boulevard

The segment that stretches from Homestead Road to Stevens Creek Boulevard is evaluated below. While there is significant existing infrastructure in this study segment, there are two separate proposals for new infrastructure. The first proposal would improve and enhance the section of Foothill Expressway/Boulevard from Grant Road to Cristo Rey that would result in new spending of \$4,300,000.⁶

The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.⁷ This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange.







These assets include the Lucky grocery store on Grant Road that serves as a park and ride lot for bicycle enthusiasts, Undiscovered Country, a bicycle tour company on Grant Road, and Chain Reaction, a popular bicycle shop on Homestead Road. Finally, this route could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

This route could also be enhanced by Santa Clara County's Expressways 2040 project that is charged with enhancing bicycle safety on all expressways in Santa Clara County. Finally, this route benefits both from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

The second proposal would be the construction of a second pedestrian overcrossing over Interstate 280 approximately a half mile from the Don Burnett Bicycle and Pedestrian Bridge. This new bridge would result in new spending of \$15,615,000.⁸

These proposals for new infrastructure are evaluated as follows:

Table 3a: Homestead Road to Stevens Creek Boulevard - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road/Vineyard Drive to Cristo Rey Drive Budget Estimate: \$4,300,000			
Interstate 280 Pedestrian Overcrossing to Somerset Park Budget Estimate: \$15,615,000			

⁶ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89

⁷ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

⁸ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail are Grant Road, Foothill Expressway/Boulevard and Mary Avenue. All three of these main arteries have extensive bicycle infrastructure.

As noted previously, the Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.⁹ The Mary Avenue route benefits both from the Mary Ave Street Space Allocation Project and the existence of the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.¹⁰

Table 3b: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Grant Road (Fremont to Foothill Exp)	Existing Bike Lanes	●	●	●
Grant Road (Foothill Exp. to Homestead)	Existing Bike Route	●	●	●
Foothill Exp. (Grant Road to Foothill Blvd)	2 Foot "Delineate but not Designate" Shoulder	●	●	●
Foothill Blvd. (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes	●	●	●
Mary Ave (Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd)	Existing Bike Lanes	●	●	●
Stevens Creek Blvd. (Stonebridge to Foothill Blvd to Stevens Creek Trail to Mary Ave)	Existing Bike Lanes	●	●	●

⁹ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

¹⁰ "Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge," SJ Mercury News, Sep. 21, 2011

The table below evaluates the existing infrastructure that exists in this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (i.e., bridge) spanning Interstate 280. This new bridge would result in new spending of \$15,615,000.¹¹ Two bridge options are proposed in the study but only one budget estimate is provided.

The following streets are located in the Homestead Villa subdivision: Barranca Drive, Peninsular Ave, Caroline Drive and Maxine Avenue. In 2007, the Cupertino City Council passed a resolution that re-affirmed this sub-division’s status as “semi-rural.”¹²

The practical result of this designation is that streetlights and sidewalks are not allowed in this subdivision. In addition to the safety concerns this designation implies for the trail, the study indicates that this route would require removal of one side of on-street parking and possible introduction of greenbelt facilities. This would demonstrably alter the semi-rural character of the neighborhood and would violate the intent of the 2007 resolution to maintain the character of the neighborhood.

Moreover, the Caroline Drive/Peninsular Avenue transition involves a blind corner and a narrower street width of 23 feet as compared with 33 feet or more in other sections of these roadways. The reason for this is that an entire block of this subdivision was eliminated using eminent domain to build the State Route 85/Interstate 280 interchange. Aside from the upheaval this neighborhood experienced based on that prior eminent domain action, this narrowing of the roadway introduces unnecessary safety and congestion concerns to this segment which is precisely where the landings for both of the proposed pedestrian overcrossings is located.

Table 3c: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Barranca Drive	Undesignated; requires removal of one side of on-street parking	●	●	●
Peninsular Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Caroline Drive	Undesignated; requires removal of one side of on-street parking	●	●	●
Maxine Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
New Pedestrian Overcrossing Spanning Interstate 280	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●

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

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

The table below continues the evaluation of the existing infrastructure that exists in the south section of this study area. There is no existing bicycle infrastructure in the route segments below and all would require significant modifications to the local streets to accommodate the trail. Moreover, this trail segment would require construction of a new pedestrian overcrossing (bridge) spanning Interstate 280. This new bridge would result in new spending of \$15,615,000.¹³ Two bridge options are proposed in the study but only one budget estimate is provided..

Option 1 (Madera Drive - to either Mann Drive or Phar Lap Drive): The proposed 280 bridge's landing site on Madera appears problematic due to Madera's close proximity to the UPRR rail bed, plus the large vertical transition required to descend from the necessary rail bed crossing height to street grade. Additionally, the full lengths of both Madera and Mann are designated as "semi-rural" with limited street lighting and no sidewalks. Creation of a greenway along those streets would alter the existing semi-rural character of the entire neighborhood.

Option 2 (Somerset Park - Stokes Avenue - Dempster Avenue - Peninsula Avenue): As the only vehicle access route for the entire neighborhood, Peninsula does experience periods of substantial traffic volume. This option also necessitates either the removal of one side of on-street parking along Peninsula, or a "neighborhood greenway" designation.

Table 3d: Homestead Road to Stevens Creek Boulevard - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
New Pedestrian Overcrossing Spanning Interstate 280	<i>Two options are proposed in the study but only one budget estimate is provided</i>	●	●	●
Stokes Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Dempster Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Peninsula Ave	Undesignated; requires removal of one side of on-street parking	●	●	●
Phar Lap	Undesignated	●	●	●
Madera Drive	Undesignated	●	●	●
Mann Drive	Undesignated	●	●	●

¹³ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 90




Connections to Rancho San Antonio Park

The segment that stretches from Stevens Creek Boulevard to the Hammond-Snyder Loop trail in Rancho San Antonio Park is evaluated below. While there is significant existing infrastructure in this study segment leading up to this area, there is a proposal that would result in new spending of \$2,855,000.¹⁴

These funds would be used primarily to construct new parking, restroom facilities and trail infrastructure to connect Stevens Creek Boulevard to the Hammond-Snyder Loop trail. As Rancho San Antonio Park and Open Space Preserve is the second most heavily visited regional park and open space preserve¹⁵, this new staging area would provide additional congestion relief to the park and make this access point available to users of the Stevens Creek Trail.










This site is also in close proximity to Blackberry Farm Park and McClellan Ranch Preserve which can be accessed from the finished Stevens Creek Trail located on Stevens Creek Boulevard just south of this location, thus creating linkage between three regional parks and preserves.

Table 4a: Connections to Rancho San Antonio Park - New Infrastructure

Proposal	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Staging Area and Trail Access to Rancho San Antonio Park and Open Space Preserve Budget Estimate: \$2,855,000			

The table below evaluates the various existing infrastructure that exists in this study area. With respect to utilizing existing infrastructure, the main arteries in this section of the trail all benefit from existing bike lanes.

Table 4b: Connections to Rancho San Antonio Park - Existing Infrastructure

Segment	Bicycle Facilities	Fiscal Responsibility	Utilize Existing Infrastructure	Minimize New Impact
Foothill Blvd (Cristo Rey to Stevens Creek Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Blackberry Farm Golf Course to Foothill Blvd)	Existing Bike Lanes			
Stevens Creek Blvd. (Foothill Blvd to Hammond Snyder Loop Trailhead)	Existing Bike Lanes			

¹⁴ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 89

¹⁵ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 71

Recommendations

While Citizens for Responsible Trails has not endorsed a specific route for the trail, the analysis in this response indicates that there are multiple routes that are both feasible and consistent with the group's core values of fiscal responsibility, utilize existing infrastructure and minimize new impact. Citizens for Responsible Trails makes the following additional recommendations regarding the Stevens Creek Trail Feasibility Study.

Breathe New Life Into Existing Infrastructure

Significant infrastructure already exists throughout the study area that can be used for the Stevens Creek Trail. In fact, one can travel today by bicycle from the trail in Mountain View at Dale Avenue and Heatherstone Way to Blackberry Farm in Cupertino using existing bike lanes and public infrastructure.

Citizens for Responsible Trails urges elected officials to breathe new life into existing infrastructure by incorporating that existing infrastructure into the Stevens Creek Trail project.

The routes under consideration in the feasibility study could result in significant new public spending. Table 5 summarizes the budget estimates for new infrastructure projects identified in the study. Citizens for Responsible Trails believes that public employees and elected officials should be exceedingly judicious in the allocation of taxpayer funds to public works projects such as the Stevens Creek Trail.

Table 5: Summary of Potential New Infrastructure Projects

New Infrastructure Proposals	Budget Estimates
Option 1: Permanente Creek Bypass to State Route 85 Underpass to Fremont Avenue	\$16,670,000
Option 2: Permanente Creek Bypass to Fremont Avenue Pedestrian Overcrossing	\$11,000,000
Bernardo Avenue Path	\$3,925,000
State Route 85 Crossing at Homestead Road	\$2,450,000
Grant Road/Vineyard Drive to Cristo Rey Drive	\$4,300,000
Interstate 280 Pedestrian Overcrossing to Somerset Park	\$15,615,000
Staging Area and Trail Access to Rancho San Antonio Park & Open Space Preserve	\$2,855,000
Aggregate Budget Estimates for Potential New Infrastructure Projects Note: Budget estimates do not include the acquisition cost of required land and/or easements or estimates for ongoing maintenance and replacement	\$56,815,000

Citizens for Responsible Trails believes that existing routes should be considered the default options for the Stevens Creek Trail, and that routes requiring new investment, approval and construction should be given lesser consideration.

While there are challenges in other locations, the central question that elected officials must answer is how the trail will traverse Interstate 280. This is a key concern and the resolution of this question impacts the routes that are chosen that lead up to the Interstate 280 crossing. Two options identified in the feasibility

study corridor currently exist. The first option is the Don Burnett Bicycle and Pedestrian Bridge built in 2009 at Mary Avenue at a cost to taxpayers of approximately \$15 million.¹⁶

This span was promoted as the key link in completing the Stevens Creek Trail when it was dedicated with much fanfare in 2009. Six years into its existence, this lightly-used bridge serves as a striking example of the pitfalls of overly-optimistic user projections and “signature” projects. Citizens for Responsible Trails believes this award-winning bridge can still become the jewel of the Stevens Creek Trail as its supporters, including former Cupertino mayor Don Burnett, had envisioned. Citizens for Responsible Trails is confident that if the Stevens Creek Trail incorporates the Don Burnett Bicycle and Pedestrian Bridge, this striking structure would assume its rightful place as a regional treasure.



The second option for crossing Interstate 280 is located at Foothill Expressway/Boulevard near Rancho San Antonio Park. The Foothill route does facilitate the route identified as the preferred alignment for the Stevens Creek Trail in the 2012 Los Altos Bicycle Transportation Plan.¹⁷ This route would leverage the existing use of the Foothill corridor by bicycle enthusiasts. This route also benefit from existing bicycle lanes and the separated pedestrian/bike path on segment of Homestead Road from Belleville Way to the Grant Road/Foothill Expressway interchange.

It also would leverage local bicycling assets adjacent to the Grant Road-Homestead Road-Foothill Expressway interchange (Lucky Bicycle Park and Ride, Undiscovered Country Bike Tours and Chain Reaction Bike Shop). This route could also be enhanced by Santa Clara County’s Expressways 2040 and could potentially reduce parking congestion at Rancho San Antonio Park by encouraging park visitors to enter the park by bicycle.

The idea of building a third crossing of Interstate 280 at a cost of more than \$15 million within half a mile of both the Don Burnett Bicycle and Pedestrian Bridge and Foothill Expressway/Boulevard is at best wasteful, and, at worst, willfully irresponsible with taxpayer funds.

Citizens for Responsible Trails advocates for utilizing and enhancing existing infrastructure and rejects calls to build expensive, duplicative infrastructure to solve the issue of crossing Interstate 280. Citizens for Responsible Trails calls on elected officials to utilize and enhance existing infrastructure on either side of Interstate 280 leading up to these existing solutions for crossing Interstate 280.

¹⁶ “Former Cupertino mayor, cyclist honored with Don Burnett Bicycle-Pedestrian Bridge,” SJ Mercury News, Sep. 21, 2011

¹⁷ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

Leverage Adjacent Opportunities

There are numerous adjacent opportunities that could be leveraged to achieve cost savings and to increase the public benefits of the Stevens Creek Trail project. Citizens for Responsible Trails urges elected officials to take advantage of these adjacent opportunities whenever possible. These initiatives include:

Sunnyvale Mary Avenue Street Space Allocation

This project evaluates ways to better accommodate cars, bicycles, pedestrians and public transit along Mary Avenue between Fremont and Maude avenues. These improvements to this route segment make it more desirable as an option for the Stevens Creek Trail.

Cupertino Bicycle Transportation Plan

The City of Cupertino has a city-wide bicycle transportation plan that was adopted in 2011.¹⁸ The plan calls for a variety of bicycle infrastructure improvements that the Stevens Creek Trail could leverage including *Bike Route #4: Bike Lanes on Mary Ave from Homestead Rd to Stevens Creek Blvd. Existing Bicycle Friendly Features: Bicycle / Pedestrian Bridge over I-280 to connect Mary Avenue in Cupertino with Mary Avenue in Sunnyvale. Continue from Mary Avenue Bike Lane, a Bike Route on the peripheral roadway through De Anza College campus to McClellan.*

Union Pacific Railroad Trail Plan

The proposed Union Pacific Railroad Trail follows the Union Pacific train tracks from Cupertino's Stevens Creek Boulevard south to Los Gatos' Winchester Boulevard. The level trail will stretch nine miles and connect neighborhoods, parks, two community colleges, and several business centers. It also connects the Los Gatos Creek Trail at one end to the Stevens Creek Trail at the other.

Los Altos Bicycle Transportation Plan

The City of Los Altos also has a city-wide bicycle transportation plan that was adopted in 2012.¹⁹ The update to the Los Altos Bicycle Transportation Plan presents strategies to improve bicycling conditions and increase bicycling rates in Los Altos. Los Altos, in its Bicycle Transportation Plan, selected a preferred Stevens Creek Trail alignment that extended through the creek corridor and parallel to Fremont Avenue and Grant Road. The route jogs west on Fremont Avenue and then extends south and southeast on Grant Road for approximately two miles to connect to Foothill Expressway at Homestead Road/Vineyard Drive.²⁰

Santa Clara County's Expressway Plan 2040

This initiative is being managed by the County of Santa Clara Roads and Airports Department and it includes improvements to all of the county's expressways including Foothill Expressway²¹. The plan calls for bicycle improvements that enhance the safety of bicyclists at all signalized intersections and cross-streets on the expressway. Capital investments made to improve traffic flows and bicycle safety in the study area could be leveraged to advance the objectives of the Stevens Creek Trail project.

Extensive Use of Foothill Corridor for Bicycling

It is common knowledge that the Foothill Boulevard/Expressway corridor is used extensively by bicyclists. It is readily apparent that a large group of bicyclists in the area already enjoys utilizing the Foothill corridor for

¹⁸ City of Cupertino Bicycle Transportation Plan, Cupertino Bicycle Pedestrian Commission, Adopted May 3, 2011

¹⁹ City of Los Altos Bicycle Transportation Plan, Adopted April 10, 2012

²⁰ Four Cities Coordinated Stevens Creek Trail Feasibility Study, p. 65

²¹ Expressway Plan 2040, County of Santa Clara Roads and Airports Department, expressways.info

commuting and recreation. This group of cyclists would be obvious users of the Stevens Creek Trail and they would make excellent ambassadors for newer cyclists. It also stands to reason that the presence of more bicyclists in aggregate would make this corridor safer for incremental users of this corridor.

Maximize Positive Externalities

In addition to the intrinsic benefit of the Stevens Creek Trail for people using the Stevens Creek Trail for its own sake, Citizens for Responsible Trails believes that the trail could create significant positive externalities for many different constituencies. The group encourages elected officials to look beyond isolated use of the trail to identify positive externalities that could result from a trail route that factors in the following:

Students commuting to local schools and colleges

The Mary Avenue corridor would benefit students commuting to Homestead High School and De Anza College. The Fremont and Grant Road corridors would benefit students commuting to Montclair Elementary. The Homestead corridor would benefit students commuting to West Valley Elementary, Cupertino Middle School and Homestead High School and De Anza College.

Workers commuting to their jobs

The Foothill and Mary Avenue corridors both lead to major employment centers in various Silicon Valley locations. If the Stevens Creek Trail utilized those corridors, commuters using the trail on the weekends might be more apt to use the trail for commuting during the week.

Shoppers bicycling to local businesses

Citizens for Responsible Trails believes that elected officials have a role in encouraging citizens to frequent local businesses on foot or by bicycle to reduce traffic congestion, combat climate change and promote healthy lifestyles. The Mary Avenue corridor passes several pockets of local businesses. These include the businesses at Mary and Fremont in Sunnyvale. Further along Mary Avenue in Cupertino there are businesses and a weekly Farmer's Market at the Oaks Shopping Center. Finally, there is another grouping of businesses on Stevens Creek Boulevard in Cupertino across from the main U.S. Post Office. On the Homestead, Grant and Foothill corridors, bicyclists would pass the Foothill Crossings shopping center. Lastly, two bicyclist-oriented businesses are located in this area (Undiscovered Country and Chain Reaction) providing further support to bicyclists using the trail.

Visitors bicycling to regional parks

Utilizing the Fremont, Grant, Homestead and Foothill corridors for the trail would improve bicycle access to Rancho San Antonio Park and Open Space Preserve, a heavily-used facility that is accessed mostly by car currently. The Stevens Creek Boulevard corridor would also improve access to Blackberry Farm Park and McClellan Ranch Preserve.

About Citizens for Responsible Trails

Citizens for Responsible Trails is a neighborhood advocacy group that was formed in response to the process surrounding the Stevens Creek Trail Joint Cities Feasibility Study. Citizens for Responsible Trails represents several neighborhood groups that formed to provide input into the process. Members of the group advocate a common sense approach regarding the Stevens Creek Trail to public employees, elected officials and fellow citizens. Citizens for Responsible Trails advocates for trail solutions that are consistent with the group's core values: Fiscal Responsibility, Utilize Existing Infrastructure and Minimize Impact on Neighborhoods. More information available at: <http://4citiesresponsibletrails.blogspot.com/>

Supplement to Comment # 136

Name: Christopher R Moylan



Cupertino Union School District

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

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

August 27, 2008

Mr. Christopher Moylan, Councilmember
City of Sunnyvale
456 West Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088

Dear Mr. Moylan,

This letter responds to an inquiry you made regarding the possibility of a city funded trail being placed on district property along the northern edge of West Valley Elementary School. Specifically you asked if the district would be willing to entertain an easement for such purposes.

The district has entered into similar cooperative agreements/easements with other municipalities. After review of the issue with staff, the district would be open to discussing such a project at West Valley School. However, there are concerns and limitations as to placement, funding and maintenance that would have to be a part of any future discussions. Needless to say, we would assume that significant study would also be required on the part of the city prior to any decision.

Regards,

S/S

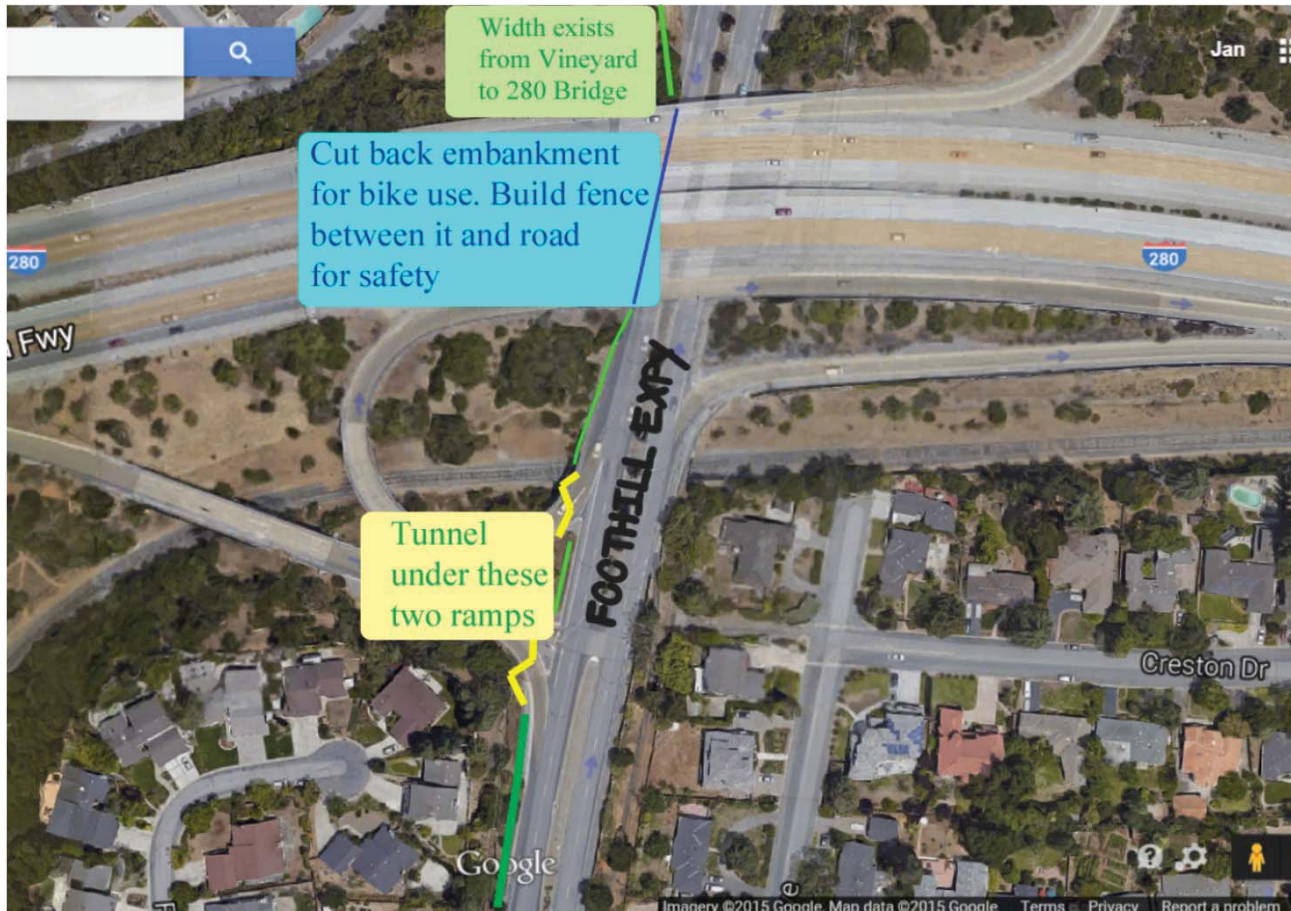
Rick Hausman
Chief Business Officer

RH:lc

Equal Opportunity Employer

Supplement to Comment # 318

Name: Jan Holstein



Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

STEVENS CREEK TRAIL - MIS NAMED ACTUALLY NEIGHBORHOOD
INVASION TRAIL

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED
GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL
AWAY FROM MANN/MADERA/PHARLAP AREA.



NAME	ADDRESS	
1. Utley / Utley	[REDACTED]	3/5/2013
2. W.L. Fyall	[REDACTED]	
3. Muzzin / MUZZIN	[REDACTED]	
4. Theodore / Marthe Theodore	[REDACTED]	
5. Ken Klinkowski	[REDACTED]	
6. Marianne Klinkowski	[REDACTED]	3/5/2013
7. Lynn Bonicelli	[REDACTED]	
8. Tim Dowd	[REDACTED]	
9. AMIRTHARAS	[REDACTED]	
10. Leslie Sullivan	[REDACTED]	
11. DON W HARR	[REDACTED]	
12. JOHN BATT	[REDACTED]	
13. Viraj Bhowad	[REDACTED]	3/5/2013
14. [Signature]	[REDACTED]	
15. [Signature]	[REDACTED]	
16. [Signature]	[REDACTED]	
17. Wilbur Harris	[REDACTED]	
18. [Signature]	[REDACTED]	
19. [Signature]	[REDACTED]	

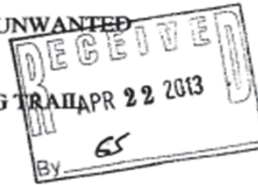
Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

Neighborhood INVASION Trail

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.



NAME	ADDRESS	
1. <i>Cecilia Brown</i>	[REDACTED]	3/5/2013
2. <i>Bob White</i>	[REDACTED]	
3. <i>Linda Stanville</i>	[REDACTED]	
4. <i>TINA MA LUK</i>	[REDACTED]	
5. <i>Robert Ma</i>	[REDACTED]	
6. <i>Ann Roscig</i>	[REDACTED]	3/6/2013 DB
7. <i>Dieme Berg</i>	[REDACTED]	
8. <i>Eric Costler</i>	[REDACTED]	
9. <i>ANGELAS DUFFY AND TOM (JUNIOR)</i>	[REDACTED]	
10.		
11. <i>Sharon Hoo</i>	[REDACTED]	
12. <i>Rodney Hoo</i>	[REDACTED]	
13. <i>Joe Balot</i>	[REDACTED]	
14. <i>[Signature]</i>	[REDACTED]	03/06/13
15. <i>Venli Bodgadi</i>	[REDACTED]	3-6-13
16. <i>Deloren Jennings</i>	[REDACTED]	3/6/13
17. <i>Mayumi Tachikawa-Chu</i>	[REDACTED]	3/7/13
18. <i>MONICA HOFSTETTER</i>	[REDACTED]	
19. <i>Ty Bamis</i>	[REDACTED]	3/7/13

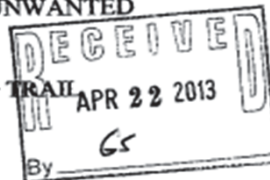
Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

Neighborhood INVASION Trail

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.



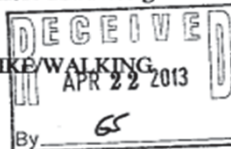
NAME	ADDRESS
1. <i>NORHA TOKUNO</i>	[REDACTED]
2. <i>Toony Tokunaga</i>	[REDACTED]
3. <i>Mike Byrne</i>	[REDACTED]
4. <i>Sherry Byrne T. Ch</i>	[REDACTED]
5. <i>William P. Hines</i>	[REDACTED]
6. <i>[Signature]</i>	[REDACTED]
7. <i>[Signature]</i>	[REDACTED]
8. <i>FRED STUBER</i>	[REDACTED]
9. <i>RON FAIRCHILD</i>	[REDACTED]
10. <i>PATRICIA FAIRCHILD</i>	[REDACTED]
11. <i>GEORGE & Alice Camp</i>	[REDACTED]
12. <i>Shirley Stottlebrower</i>	[REDACTED]
13. <i>Joseph C. Stottlebrower, Jr.</i>	[REDACTED]
14. <i>Mallik</i>	[REDACTED]
15. <i>SMITH</i>	[REDACTED]
16. <i>Kolby</i>	[REDACTED]
17. <i>[Signature]</i>	[REDACTED]
18. <i>Danielle Berg</i>	[REDACTED] 3/31/2013
19. <i>CHRIS CIARDELLA</i>	[REDACTED] 3/31/13

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

The proposed Stevens Creek bike and walking trail is an intrusion and would only bring more unwanted graffiti and crime to our neighborhood. It also is not fiscally responsible.

PLEASE SIGN THIS PETITION IF YOU AGREE TO KEEP THE STVENS CREEK BIKE/WALKING TRAIL AWAY FROM THE MANN/MADERA/PHAR LAP AREA.



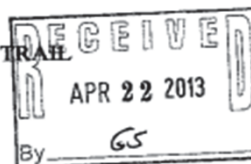
	NAME	ADDRESS
1.	Lilian Lin	[REDACTED]
2.	Art & Maria LeClaire	[REDACTED]
3.	Judy Wilson (Judy Wilson)	[REDACTED]
4.	Mr. Mark Ray Martin	[REDACTED]
5.	T. Sridhar	[REDACTED]
6.	Meeja Kim	[REDACTED]
7.	Jan Smith	[REDACTED]
8.	Simon Lee Sr.	[REDACTED]
9.	marianne Klin Kowski marianne Klin	[REDACTED]
10.	Kenneth Klinowski Kenneth Klinowski	[REDACTED]
11.	Logan S. Smith	[REDACTED]
12.	Amita Yen	[REDACTED]
13.	Lu B. Jan	[REDACTED]
14.	Donna Haild	[REDACTED]
15.	Mary Beth	[REDACTED]
16.	Carolyn Miller	[REDACTED]
17.	Best L. Frescura	[REDACTED]
18.	Charles Qi	[REDACTED]

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

Stevens Creek Proposed bike/walking trail would ONLY BRING MORE UNWANTED GRAFFITI & CRIME TO OUR NEIGHBORHOOD.

PLEASE SIGN PETITION IF YOU AGREE TO KEEP BIKE/WALKING TRAIL AWAY FROM MANN/MADERA/PHARLAP AREA.



- | NAME | ADDRESS | |
|----------------------------|------------|----------|
| 1. Kamran Yazdanbaldosh | [REDACTED] | 03/31/13 |
| 2. Kaveh Yazdanbaldosh | [REDACTED] | 05/31/13 |
| 3. Ralph Li Liu | [REDACTED] | 3/21/13 |
| 4. Bailan Ren | [REDACTED] | 3/21/13 |
| 5. Mukerlang | [REDACTED] | 3/21/13 |
| 6. Mary Keppner | [REDACTED] | 3/21/13 |
| 7. John Keppner | [REDACTED] | 3-31-13 |
| 8. Mayumi Kashiwa | [REDACTED] | 4/1/13 |
| 9. Jignesh Desai | [REDACTED] | 4/1/13 |
| 10. Reba Hegma | [REDACTED] | 4-1-13 |
| 11. Peter Hegma | [REDACTED] | 4 |
| 12. Joanne Hsing | [REDACTED] | |
| 13. PATRICIA L. COLES | [REDACTED] | |
| 14. Chik Hong Lin | [REDACTED] | |
| 15. Jean Elliott | [REDACTED] | 4/2/13 |
| 16. Jamie Elliott | [REDACTED] | 4/2/13 |
| 17. ASHOK GUPTA | [REDACTED] | 4/2/13 |
| 18. Meenakshi Gupta | [REDACTED] | 4/2/13 |
| 19. [Signature] | [REDACTED] | 4/2/13 |

Supplement to Comment #447

Name: Barbie Utley - Craig Hofstetter

- 19 Xiaomei Liu, [REDACTED]
- 20 Patty Ng [REDACTED]
- 21 Feng [REDACTED]
- 22

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By GS

Supplement to Comment # 450

Name: Tracy Gibbons

May 31, 2015

Dear Members of the SCT Task Force and Los Altos City Councilmembers:

Below is the letter I sent to the Los Altos City Council and the Stevens Creek Trail Study Task Force in January of 2014. I include it herewith because my position about using any route that involves a surface street that intersects with and/or grade crosses Fremont Ave. as a designated bicycle and pedestrian connector has not changed, except as further noted. The letter details the experience and risks of crossing Fremont Ave. on a bicycle, and I am submitting it as part of my input to the recent Feasibility Study now under consideration as well.

Fallen Leaf Lane, Belleville Ave. and Bernardo Ave. are not viable options for a variety of reasons including those stated in my letter of January 17, 2014. Fallen Leaf Lane is especially problematic because it is an uncontrolled intersection that is already a traffic nightmare for residents who queue up to move into or across the Fremont Ave. intersection, particularly at high traffic times, and adding controls of any sort would only make an already horrendous situation even worse.

I continue to cross Fremont at Fallen Leaf Lane on my bicycle six or eight times a week. In fact, my experience as a cyclist has become only more difficult, dangerous, and worrisome over the last year and a half. This is the result of several factors:

- As the economy has improved and employment in the area has increased, traffic volume on Fremont Ave. has gradually become heavier at most times of the day, especially rush periods, which overlap with arrival and dismissal times at Mountain View High School.
- Metering lights have been installed on the Fremont Ave. on ramps to SR 85, significantly increasing traffic congestion along Fremont Ave. on both sides of the SR 85 underpass, in both directions.
- The traffic signal at Fremont and Belleville is being triggered much more frequently due to construction traffic entering and exiting the office building that is currently being modified for use by Stanford as medical space, also contributing to traffic volume and congestion. If the proposed use of this building is approved this will only become worse—much, much worse as a result of continuous use of the intersection.
- Motorists exiting northbound SR 85 to Fremont Ave. routinely run the red light at end of the off ramp.
- All these factors interact systemically to intensify what was already a growing problem. If gridlock at this complex, three-jurisdiction intersection is to be avoided, all these variables must be considered

Supplement to Comment # 450

Name: Tracy Gibbons

interdependently and addressed together, including the Trail extension alternatives and their respective effects at this location.

Adding more cyclists and pedestrians traveling through or near this intersection on a surface street, in any direction, to this already difficult and troublesome mix will only further increase congestion and risk—especially to the cyclists and pedestrians—and I oppose any route that contributes to this occurrence.

Additionally, on my route from the south side of Fremont Ave. to the Trail entrance at Sleeper and Katrina and back again, I also ride past Mountain View High School. As you surely know, the traffic and congestion around the school and in the nearby residential areas is already beyond problematic and unsafe, with parents double parking on Truman Ave. while waiting to pick up their kids, and students speeding while talking on their phones. Arrival, dismissal, and lunch times are especially difficult for cyclists. I also oppose any Trail connector that includes routing around or near the school.

Nevertheless, I continue to support the linking of the Trail. There are connector alternatives that utilize existing infrastructure, including the 280 overpass, wider streets where bike lanes and sidewalks are already in place, and controlled intersections, thus reducing the cost of this project while also increasing safety for both users and motorists. These options avoid major ongoing disruption to residential areas and potential reduction of property values—and possibly increasing them when residents (and Trail users) have access to safe, attractive, and convenient recreational activities offered by the Stevens Creek Trail.

At the conclusion of the letter below, I requested that members of the various decision making bodies involved in recommendations and/or decisions about the eventual connector route ride the Fallen Leaf Lane route on bicycles, crossing Fremont Ave. at various times of the day, so that they would have a first-hand, practical experience of the solution they'd be creating if they were to choose that option. I again make this request, only this time it is that you ride every alternative identified in the Feasibility Study—or at least the segments of them that currently exist—before you make recommendations and decisions that will have the effect of altering the lives of those who are directly affected.

Respectfully,

Tracy Gibbons
Clay Drive, Los Altos

Supplement to Comment # 450

Name: Tracy Gibbons

January 17, 2014

Dear Councilmembers:

This message offers input about two topics before the City Council and due to be discussed in the near future, the Stevens Creek Trail Feasibility Study and Fremont Ave. Traffic Calming. I believe the two issues are interrelated. I am both a resident of the Fallen Leaf Lane neighborhood, an experienced cyclist, and a frequent, long-term user of the Stevens Creek Trail. I support the linking of the two sections of the trail. You have received copious input from residents, including me, about the problems and limitations related to using Fallen Leaf Lane as the connector for the trail. Therefore my comments herein are focused on the problems and issues related to having riders making frequent crossings of Fremont Ave. on bicycles.

I request that my input also be made available to the multi-city task force that has been studying the alternatives for a trail connector.

In both Council and community meetings, you have referred to 280 as the "great divide," but a specially built, designated overcrossing for pedestrians and cyclists has already been constructed. In my view and experience, the bigger great divide is Fremont Ave., because the area under consideration for a connector solution is filled with uncontrolled intersections and mostly lacks even designated crosswalks.

This is my experience (as a cyclist, not as a driver which is another set of issues) of making this crossing regularly six or eight times a week:

- The traffic is either bumper-to-bumper during heavy travel times or, frequently, speeding. Both make for difficult bike crossings.
- It is impossible—or at least ill advised—to make a continuous crossing across both lanes at any time, because the line-of-site of the far lane is obscured by foliage, it's difficult to gauge how fast oncoming traffic is approaching, and/or cars will often arrive in the intersection in one or both of the left turn lanes.
- There is no crosswalk, so there can be no expectation that drivers might yield.
- Sometimes drivers will slow or stop to let me cross. While I appreciate this courtesy, I have observed instances where the driver behind them is following closely or isn't paying attention and then brakes abruptly and hard. I won't be surprised if eventually there is a collision that affects the motorists and possibly the cyclist.

Supplement to Comment # 450

Name: Tracy Gibbons

As careful as I am, this is already an inherently dangerous, risky situation. Adding more cyclists to the mix won't help the traffic or the riders, quite the contrary: it will become more congested, especially when traffic is already backed up to the Belleville traffic light and the 85 interchange, and therefore more dangerous, risky, and difficult for all.

It's not that I am opposed only to using Fallen Leaf as the connector route, although I am. I'm also opposed to using any uncontrolled intersection along Fremont Ave. as a designated route for cyclists who need to cross, as the problems and risks are no different. Even using a controlled intersection will contribute to increased traffic flow and bike crossing problems at other intersections, because every time a signal changes, traffic on Fremont will become even more congested.

I am already on record as opposing traffic circles/roundabouts/rotaries as a means to address traffic problems in Los Altos. I learned to drive and for many years lived on the East Coast where rotaries are commonplace. People on this coast are typically unfamiliar with how to enter and exit a rotary (just as people on the Right Coast are unfamiliar with how to navigate four-way stops). The combination of a rotary at Fallen Leaf Lane (if that's not irrevocably off-the-table) and also using it as the trail connector would be, in my opinion, not only exceedingly difficult but possibly deadly—to cyclists.

Finally, I have a request of both Council members as well as the members of the Trail Task Force: take a bike ride and cross Fremont Ave. on Fallen Leaf Lane three separate times—in the morning during rush hour, in the evening during rush hour, and at dismissal time at Mountain View High School. You might also want to do a fourth trip at a time when traffic is lighter and calmer, just for comparison. And then think about the effects that increased bike traffic crossing this intersection would have on all who travel through it in any direction, and on the larger community as a whole. I think it would be inappropriate if not unconscionable for any of you to make recommendations and/or decisions about a solution to the trail connection issue without having first-hand direct experience of using this intersection as a cyclist.

Respectfully,

Tracy Gibbons

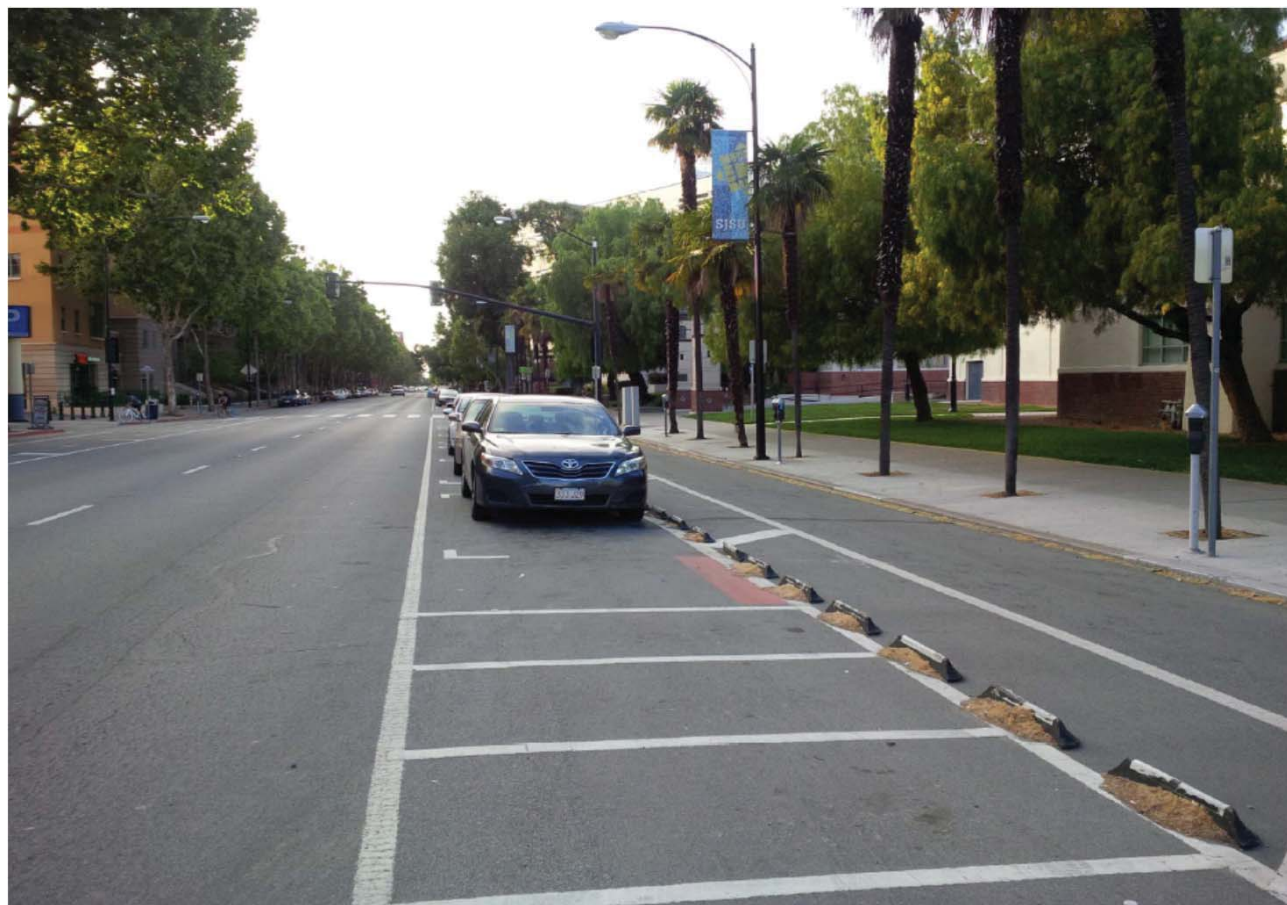
Supplement to Comment # 487

Name: Vivian Euzent



Supplement to Comment # 487

Name: Vivian Euzent



Supplement to Comment # 503

Name: David M Fishman

down Bernardo. The fact that only half the street (i.e., one side) has houses on it makes it the minimum impact alternative.

Making Bernardo from Fremont to Homestead (in part, if not in whole) a one-way street, and converting the lane that goes along the sound wall into a bike path, is the ideal route. A tree-lined median between the bike lane and the one-way traffic would be a real pleasure to see.

One idea is to offer homeowners on Bernardo the option of dedicated, permit-only parking spots, carved out of the portion of their lots between the sidewalk and the street, as parking bays.



Thanks, and good luck with this important project!

Supplement to Comment # 509

Name: Roy and Yvonne Hampton

Comments on Stevens Creek Trail Joint Cities Feasibility Study

Roy W Hampton, and Yvonne F Hampton, 21821 Oakview Lane, Cupertino, CA 95014
June 7, 2015

I.) We agree with many of the positions advocated by the group "Citizens for Responsible Trails" with additional suggestions as detailed below:

A) Fiscal Responsibility:

Avoid construction of a costly second bicycle / pedestrian bridge over Interstate 280; use available funds instead for bicycle/pedestrian enhancements. Use available general city funds for enhancement of city parks, i.e. safe play structures, community supported games, and park enhancements such as bathrooms – especially necessary for parents taking children to city parks.

B) Utilize Existing Infrastructure; and add safety enhancements.

1) Utilize the existing Don Burnett Bicycle and Footbridge.

2) Utilize multiple existing on-street bicycle routes on the major collector roadways that have enough width for safe bike lanes. Include additional enhancements such as green pavement coverings and any other safety improvements that are feasible. For example:

a) Utilize the Mary Ave. existing bicycle lanes, and improve and widen them where feasible. Explore new ways of separating bicycle lanes for safety such as: double stripes (the gap could be a no car or bike zone), explore new possibilities, such as elevation changes in the bike lane.

b) Improve bicycle safety with wider designated lanes on Foothill Expressway, or if possible, provide bike paths separated from cars.

c) Grant Rd. is a questionable connection feeder, as there are house driveways, the road is narrow in places, and bike lanes are marginal..

d) Consider adding street lighting where needed for early morning and late night commuter bicycling on major collector bike roadways.

C) Minimize New Impact: Avoid targeting "rural" residential neighborhoods with no sidewalks and narrow roads as designated bike routes. Examples are Belleville Way, Fallen Leaf Ln., Bernardo Ave., and all the residential streets proposed as connections for the proposed 280 bike/pedestrian bridges because:

1) These streets already present significant risks due to driveways that have limited visibility of fast bicycle traffic.

2) These streets are residential areas with limited street lighting; children play in front yards and into the street, and they are used by pedestrians for exercise.

3) Streets with schools already experience huge traffic congestion during beginning and ending of school sessions.

4) Residents need available on-street parking for themselves and visitors.

II.) The term "Trail" used in the title of this study is misleading and should be discontinued.

Use the term "Route" or "Connector" for roadways with typical bicycle lanes. Anything less than a fully separated bicycle path with no vehicles sharing the path is not a "trail." Examples of bicycle trails are the Stevens Creek Corridor in Cupertino, and the Stevens

Supplement to Comment #509

Name: Roy and Yvonne Hampton

Creek Trail segments that are next to Stevens Creek. Examples of true separation of bicycles from cars are found in abundance in the Netherlands. References on the Dutch bicycle infrastructure are: <https://www.bostonglobe.com/metro/2013/09/21/bicycling-dutch-way/kFRT0ABSPTUnXMIUj5zONM/story.html> and <http://www.aviewfromthe-cyclepath.com/2010/05/just-how-safe-are-dutch-cyclists-and.html>.

III.) The Feasibility Study is too Limited. Other possibilities have not been considered. Additional options that should be considered are the following:

- A) Do not focus on new "Stevens Creek Bicycle Trail" segments connecting the existing portions of the "Stevens Creek Trail." Property is not available for creating a contiguous true "Trail." Once this fact is recognized, there are possibilities for creating expanded safe bicycle routes with significant safety improvements providing connections for other purposes to draw in users striving to visit city parks and distributed shopping centers. It is suggested the city council representatives make a fact finding trip to the Netherlands for ideas.
- B) Strive to provide improved safety on multiple bicycle "Routes" for general use as much as feasible using roads already designated for bicycle routes, and connect via the Don Burnett Bicycle and Footbridge.
- C) Consider enhanced bus transportation with bicycle racks and bus stop locations at key locations. For example, a location at the Stevens Creek Trail connection to the intersection of Franklin Ave. and Sleeper Ave. could also stop at Cuesta park, then travel down Grant Rd. for stops at Foothill Expressway, Homestead Rd., N. Foothill Blvd., Blackberry Farm on Stevens Creek Blvd., and Cupertino Memorial Park. The same or a truncated route could serve bicycle commuters during commute hours. The routes should also connect to Caltrain stations.

IV.) Trail extension in existing creek areas.

In chapter 3 of the Stevens Creek Trail Joint Cities Feasibility Study titled "Creek corridor / Bernardo Avenue Path" pg 47+ discusses feasible ways to extend the existing trail along an additional 2.45 miles adjacent to Stevens Creek.

While this would surely be a desirable trail addition, if it were implemented it would further destroy the Stevens Creek areas available for riparian habitat. The feasibility study chapter 2, page 28+ cites the assessment of these areas and lists the plant and animal species that would be impacted. A critical question is whether this destruction is necessary, as it cannot be replaced once it is destroyed.

We prefer no further trail extension in these areas, and instead prevent public access to offer some space for habitat preservation along Stevens Creek. There is already an exemplary trail available for public access and enjoyment with the Stevens Creek Corridor that connects McClellan Ranch in the South to Blackberry Farm and Stevens Creek Blvd. in the North. There is no need to destroy this last Stevens Creek riparian habitat in the name of extending the "Stevens Creek Trail."

Supplement to Comment #528

Name: Tom Winant

Comments to the Stevens Creek Trail Feasibility Study Group

My name is Tom Winant, I live in Los Altos on Farndon Ave.

You've heard comments from the community about the connector between Fremont and Homestead. I think what you have heard most is what people DON'T want. They don't want a bike trail on their street – put it somewhere else.

What I DON'T think you have heard anyone complaining about is the level of biking on their roads and bike paths as they exist *today*. They worry about what your actions and choices may do to them in the *future*.

Today there are six bike paths, along roads from Fremont to Homestead: Mary, Bernardo, Belleville, Fallen Leaf, a newly marked bike path on Newcastle, and a well-established route on Fremont west of Hwy 85 to Grant to Homestead. Bicyclists use whichever of these six bike path they chose to. They are all used, and there are no impediments.

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

One of those six roads, the bike paths along north side of Fremont west of Hwy 85, to the east side of Grant Rd to Homestead does all of that. These streets are wide enough, there are no residences fronting on them until you pass Farndon, and they would connect with an existing, purpose-built bike trail along Homestead from El Sereno to the bridge over the creek. Make the paths along Fremont and Grant like that one. It will be safe, pleasant to ride on, and won't disturb any neighborhood. Improvements on that route could be made with judicious use of funds utilizing existing infrastructure. It satisfies all reasonable requirements. If bikers use it fine, if they don't that's fine too, and you can't stop them.

Finally, rather than "Not in MY backyard", this is "Not in ANYBODIES backyard".

Supplement to Comment #530

Name: Steve Elich

Documents were submitted in separate attachment



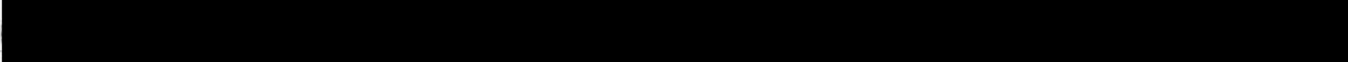
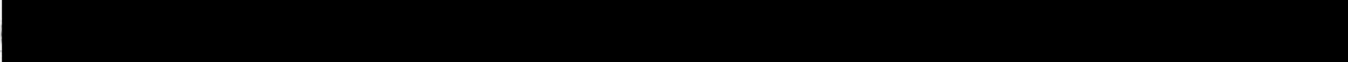
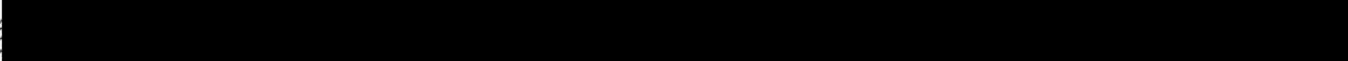
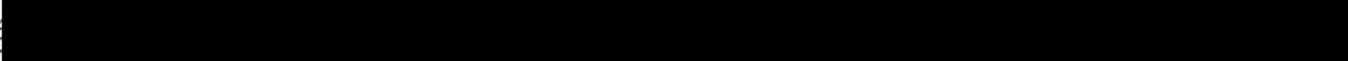
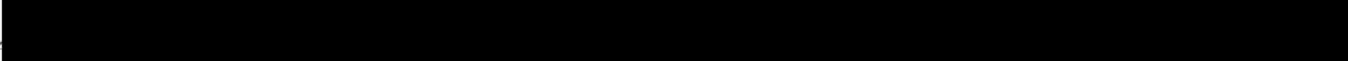
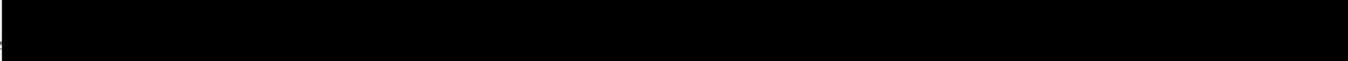
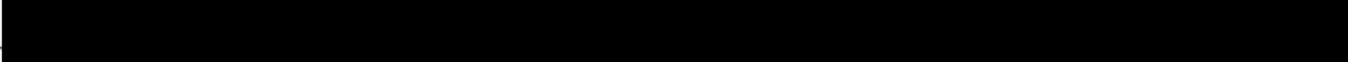
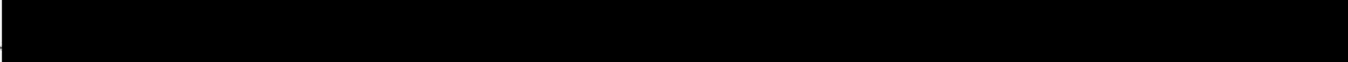
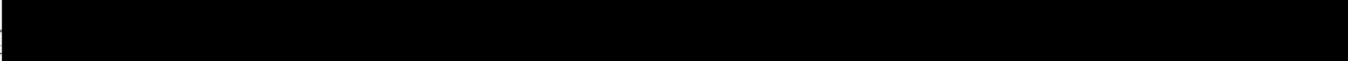
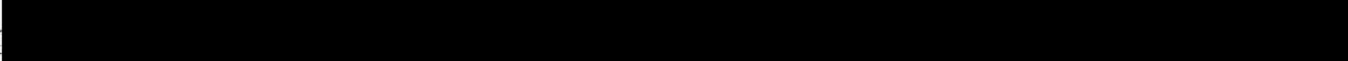
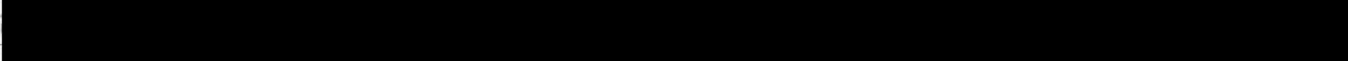
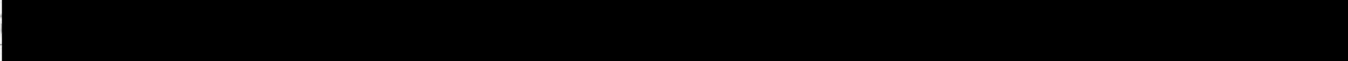
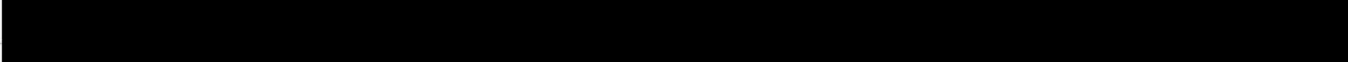
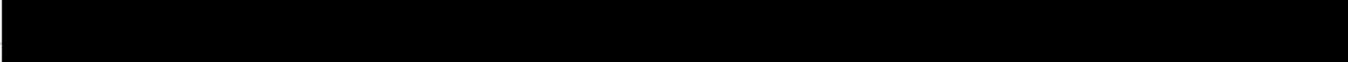
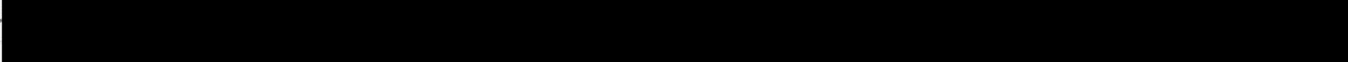
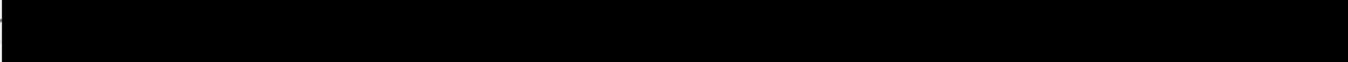
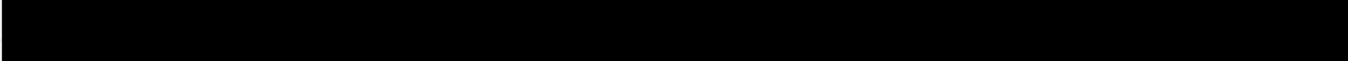
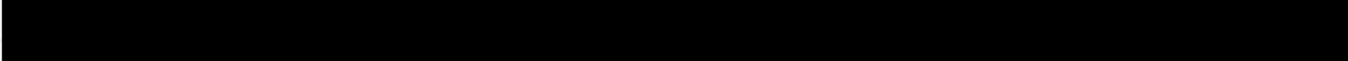
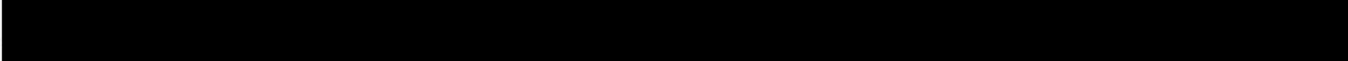
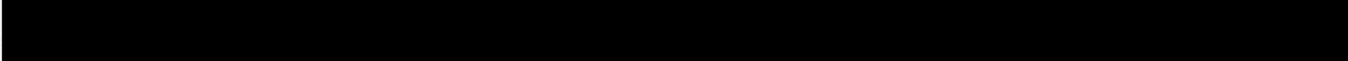
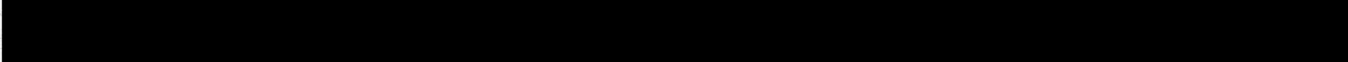
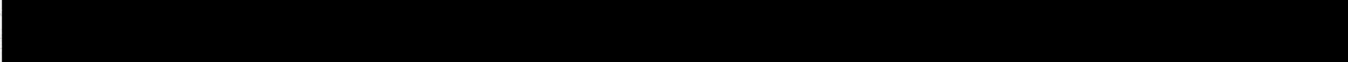
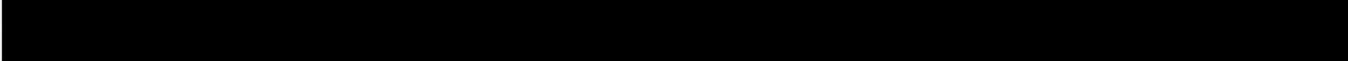
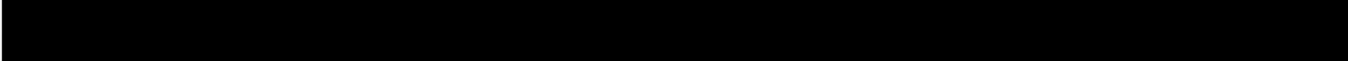
8-Jun-15

16 pages

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Vailey Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

PETITION – By signing below, you urge the Cupertino City Council and **staff NOT** to route the Stevens Creek Trail through the Homestead Villas subdivision. You further urge the city to promote fiscal responsibility by routing trail traffic to routes that utilize existing bike paths and related infrastructure along Mary Avenue and the Mary Avenue Bicycle Footbridge and Foothill Expressway/Foothill Boulevard.

DATE	PRINT NAME	SIGNATURE	ADDRESS
3/1/13	Bob BARBERA		
3/1/13	Cecilia Marosi		
3/1/13	Cassandra Lenker		
3-1-13	GLENN LEFKER		
3/2/13	BRIAN LUCAS		
3/2/13	DEAN PHAM		
3/2/13	Wendy		
3/2/13	Cheryl Ching		
3/2/13	Tennison Heen		
3/3/13	Alice Hennessy		
3/3/13	DAVID H. HENNESSY		
3/3/13	JENNIFER ALLEN		
3/3/13	LUCIE HONOSATOMO		

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	JAN SIRI			
3/3/13	SUSAN PIMLOTT			
	Soying Lee			
3/6/13	Anthony Liming			
3/6/13	Latha SHETTY			
3/6/13	SHANNON ROY			
3/6/13	Sai Paspulati			
3/6/13	Sailaja Paspulati			
3/6/13	Gurjan Singh			
3/6/13	KICK CHAN			
3/6/13	WING KWAN			
3/6/13	TAI KO KWAN			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

PETITION – By signing below, you urge the Cupertino City Council and staff **NOT** to route the Stevens Creek Trail through the Homestead Villas subdivision. You further urge the city to promote fiscal responsibility by routing trail traffic to routes that utilize existing bike paths and related infrastructure along Mary Avenue and the Mary Avenue Bicycle Footbridge and Foothill Expressway/Foothill Boulevard.

DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	Man Wah Ching			
3/3/13	NIREW SUBBY			
3/3/13	JUDY HULL			
3/3/13	Robert J. Hill			
3/3/13	Donna Barnett			
3/3/13	Yi SU			
3/3/13	Joe Young			
3/3/13	Ven Katesh Radhakr.			
3/3/13	MAY WONG			
3/3/13	Boris Osker			
3/3/13	Jim Mung			
3/3/13	Christina Branson			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-02-13	Jane Bloom			
3-02-13	Karen Cockerill			
2-02-13	Sydney Noe			
3/2/13	Uma Gorti			
3/2/13	Danessa Techmanski			
3/2/13	RICHARD TECHMANSKI			
3/2/13	Dorothy J. Anastole			
3/2/13	Chris Anastole			
3/2/13	Michelle Matkovich			
3/2/13	Richard Matkovich			
3-2-13	RITA MATKOVICH			
3-2-13	LOD MATKOVICH			

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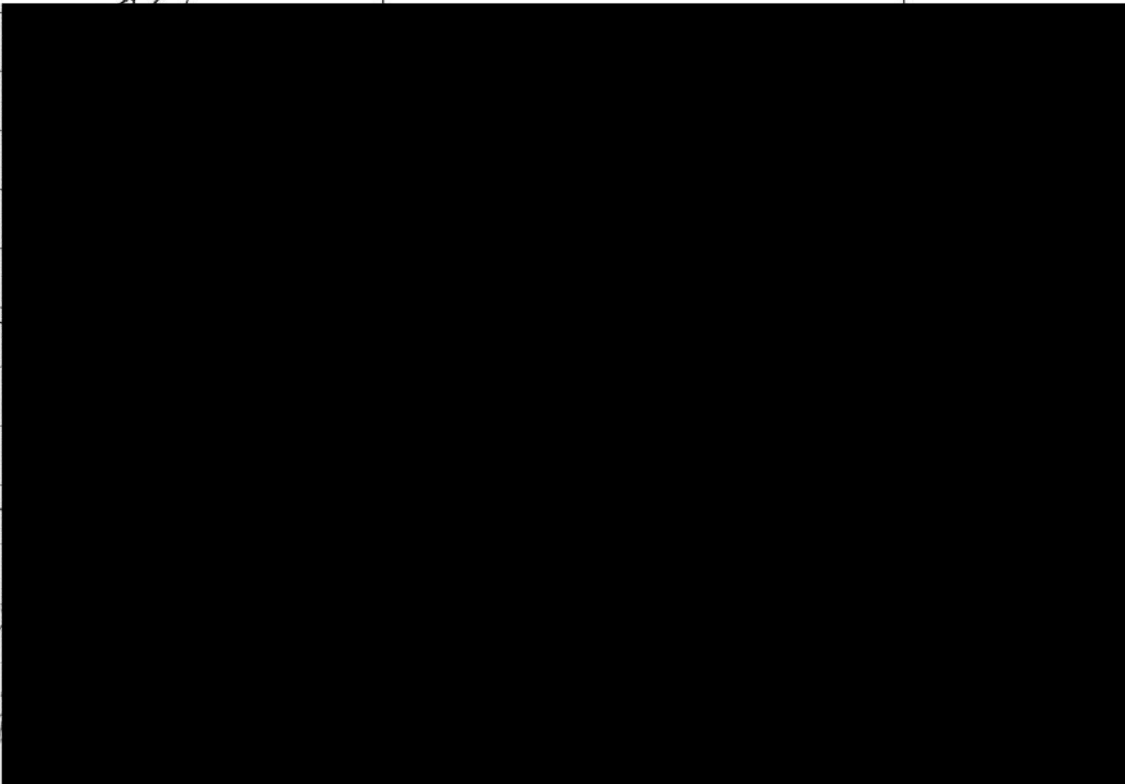
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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-2-13	TIM LEONARD			
3/3/13	Odette Abukhater			
3/3/13	Judith Colson			
3/3/13	Luke P. Lu			
3/3/13	Michael P. Minn			
3/3/13	Ann Marie Minn			
3/3/13	Chad Lyle Minn			
3/3/13	Subha Tammas			
3/2/13	Clu uen Lee			
3/3/13	SURESH TAMMANA			
3/2/13	STEVEN TEDJA			
3/2/13	LINDA HARDING			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	Adam Ahn			
3/2/13	S. Lakshmi			
3/2/13	Ernest Fan			
3/2/13	Simon Fan			
3/2/13	Frank V. V. V.			
3/2/13	IRIS NEWTON			
3/2/13	Maria Fiallos			
3/2/13	David Eiel			
3/2/13	Maira Delumpa			
3/2/13	Mark Newton			
3/2/13	Nilda Muffay			
3/2/13	Rob Murrain			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-1-13	Rika Sothoo			
3-1-13	Charlotte York			
3/1/13	Harry G. Casler			
3/1/13	Jichi Chen			
3/1/13	Cody Thompson			
3/1/03	Grawt Lange			
3/1/13	Judith Lange			
3/1/13	Candice Lange			
3/1/13	Kevin Thompson			
3/1/13	Elizabeth Hanover			
2013/03/01	MARC MERLIN			
2013/03/01	Jennifer Merlin			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
2/26/13	Steve Elich			
2/27/13	Linda Liu			
3/3/13	Sue Lampkin			
3/3/13	Sue Blea			
3/3/13	Deborah Colee			
3/3/13	Megan Colee			
3/3/13	Tet Liew			
3/3/13	Peter Chan			
3/3/13	Mei Mak			
3/3/13	Teck Yang Lee			
3-4-13	Diana Golden			

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	ANTOINETTE LEONARD			
3/2/13	Robert Johanson			
3/2/13	Mary Loue Johanson			
	Ether Flynn			
3/1/13	DENNIS FLYNN			
3/2	MIKE FLYNN			
3/2	Arman Arakhatier			
3/2	NORA ORR			
3/2	CHRIS ORR			
3/3	RICHARD JUDT			
3/2	Karen Corry			

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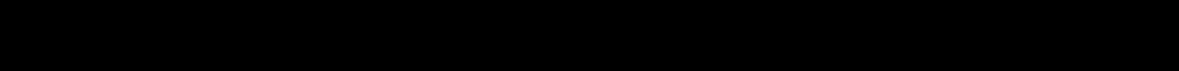
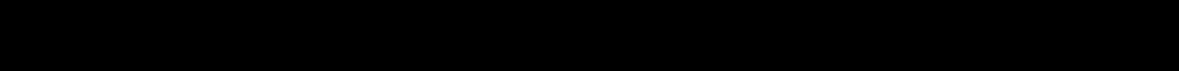
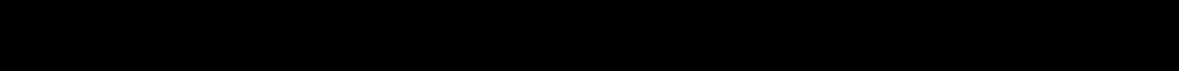
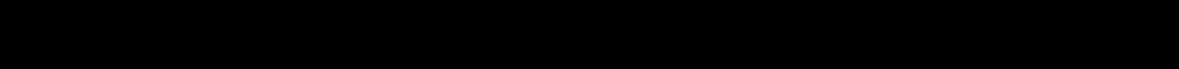
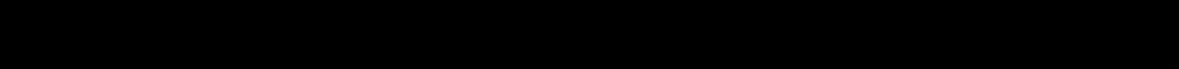
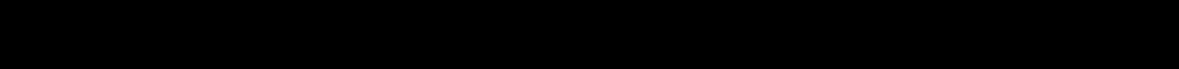
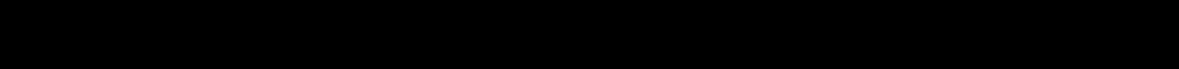
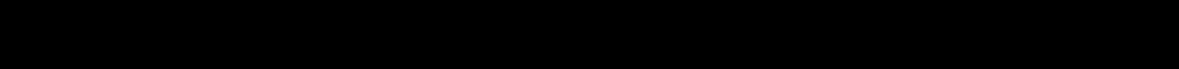
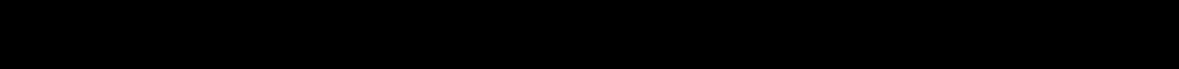
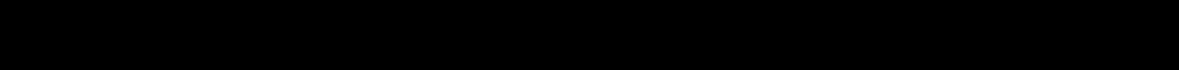
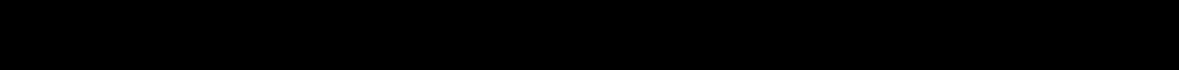
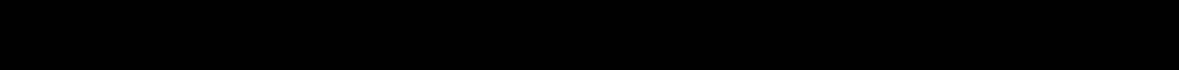
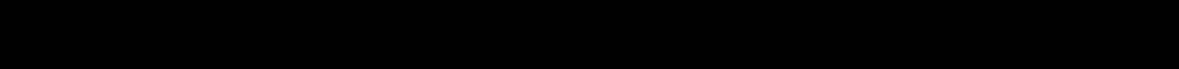
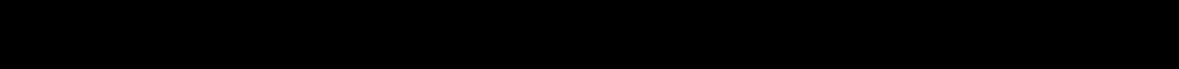
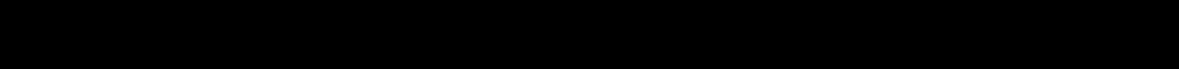
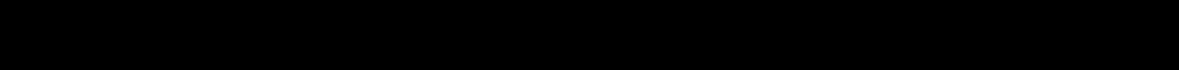
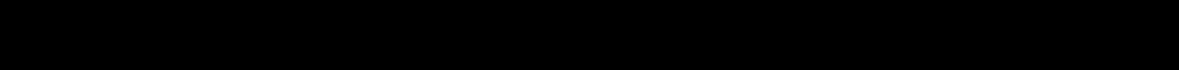
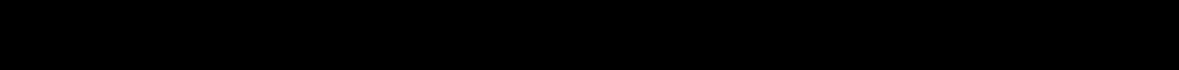
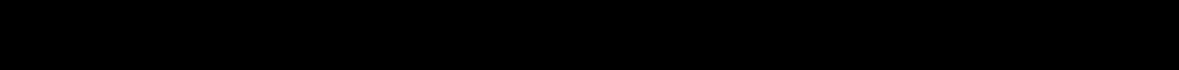
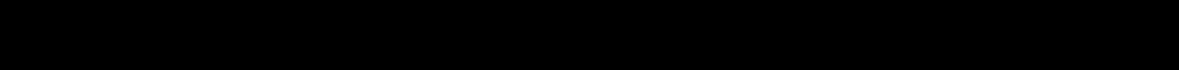
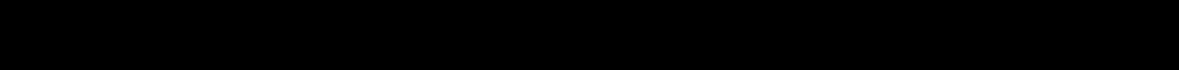
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DATE	PRINT NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
Mar 2, '13	EO Brown					
3/2/13	THOMAS BROWN					
3/2/13	Jacynne Brown					
3/2/13	Penny Osorio					
3/2/13	Kevin Thompson					
3/3/13	Dell Griffin					
3/3/13	MARLUSZ NIEWCZAS					
3/3/13	Aleksandra Niewczas					

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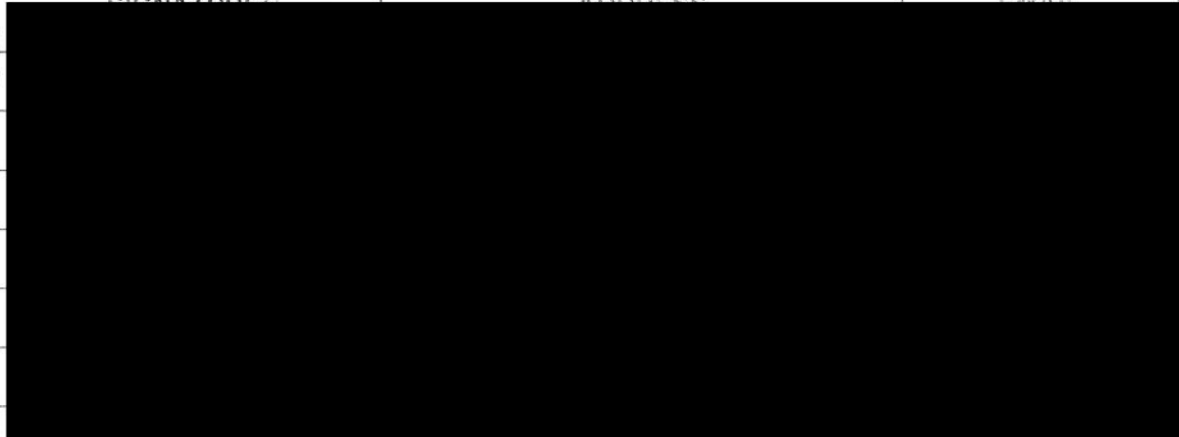
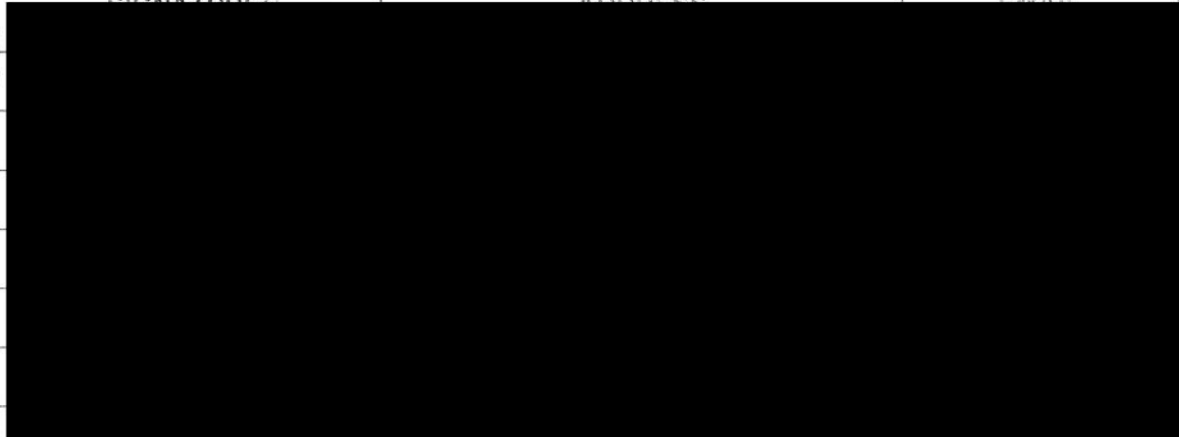
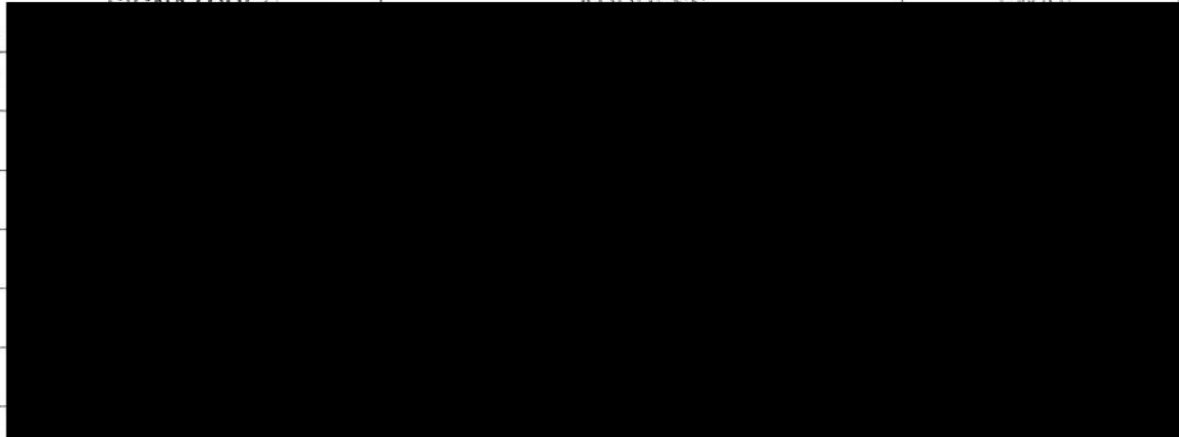
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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2/13	LUBNA KEVAL			
3/2/13	Kathryn Lawless			
3/2/13	REGBE ZEWE			
3/2/13	AJ KEVAL			
3/2/13	TRISHA VAVAK			
3/21/13	Jean VAVAK JEAN VAVAK			
3/21/13	Amal Vaidya			

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PETITION – By signing below, you urge the Cupertino City Council and staff **NOT** to route the Stevens Creek Trail through the Homestead Villas subdivision. You further urge the city to promote fiscal responsibility by routing trail traffic to routes that utilize existing bike paths and related infrastructure along Mary Avenue and the Mary Avenue Bicycle Footbridge and Foothill Expressway/Foothill Boulevard.

DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-2-13	FRANCES W HETHAM			
3/2/13	CHARLES P. MONAGHAN			
3-2-13	JEFF OSORIO			
3-2-13	J.M. NOE			
3-2-13	LIXIN MENG			
3-2-13	SHARON WU			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

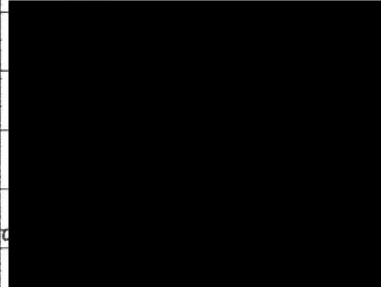
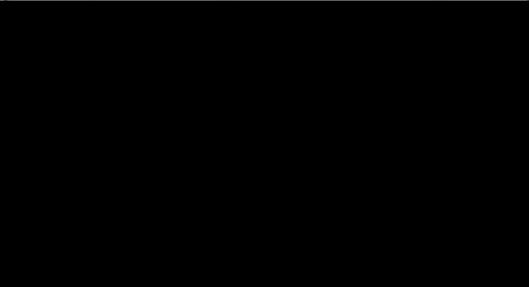
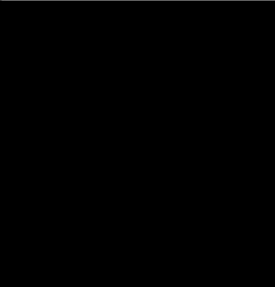
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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3-3-13	LIONEL ROY	[Redacted]	[Redacted]	[Redacted]
3-3-13	Mohan BARTZUK	[Redacted]	[Redacted]	[Redacted]
3-3-13	MAYURESH BAKSHI	[Redacted]	[Redacted]	[Redacted]
3-3-13	Brian Chow	[Redacted]	[Redacted]	[Redacted]
3-3-13	Jaime Lopez	[Redacted]	[Redacted]	[Redacted]

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/2	MANSCHE			
3/3	KHINE WILLIAMS			
3/3	ART WILLIAMS			
3/3	Lydia Patzke			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
3/3/13	James Osovic			
3/6/13	Anlien Chen			
3/6/13	Jason Chen			
3/6/13	Wendy Hukst			

Homestead Villas Homeowner's Association
Stevens Creek Trail Petition

BACKGROUND – There is an initiative underway involving the cities of Cupertino, Los Altos, Mountain View and Sunnyvale to complete the Stevens Creek Trail from San Francisco Bay to the Cupertino Foothills. There is also a private organization called Friends of Stevens Creek Trail that envisions a multi-use trail along the Stevens Creek corridor and many of their preferred routes pass through residential neighborhoods. The city of Cupertino City Council will decide how the trail proceeds in its jurisdiction. The City of Cupertino is considering two routes through the Homestead Villas neighborhood. One route is along Barranca Avenue to Peninsular Avenue to Caroline Drive. The other route runs along Maxine Avenue to Caroline Drive. At the elbow of Peninsular Avenue and Caroline Drive, one of two proposed bridges would cross 280 to the adjoining neighborhood on the other side of the freeway. This will require major funding with estimates ranging up to \$10 million. This construction and subsequent usage may cause potential harm to the ecosystem in that area of Stevens Creek according to several environmental groups. There may also be detrimental harm to the residents of the Homestead Villas subdivision from excessive bicycle traffic, vandalism, loitering, crime, noise, etc. Most importantly, the city has two existing, bike-friendly paths in the main corridor for the trail in the form of the Don Burnett Pedestrian and Bicycle Bridge (better known as the Mary Avenue Bridge) and the Foothill Boulevard undercrossing. The city of Cupertino, the city of Sunnyvale and the Valley Transportation Authority spent \$14,800,000 (\$14.8 million) to build the Mary Avenue Bridge (Source: City of Cupertino website).

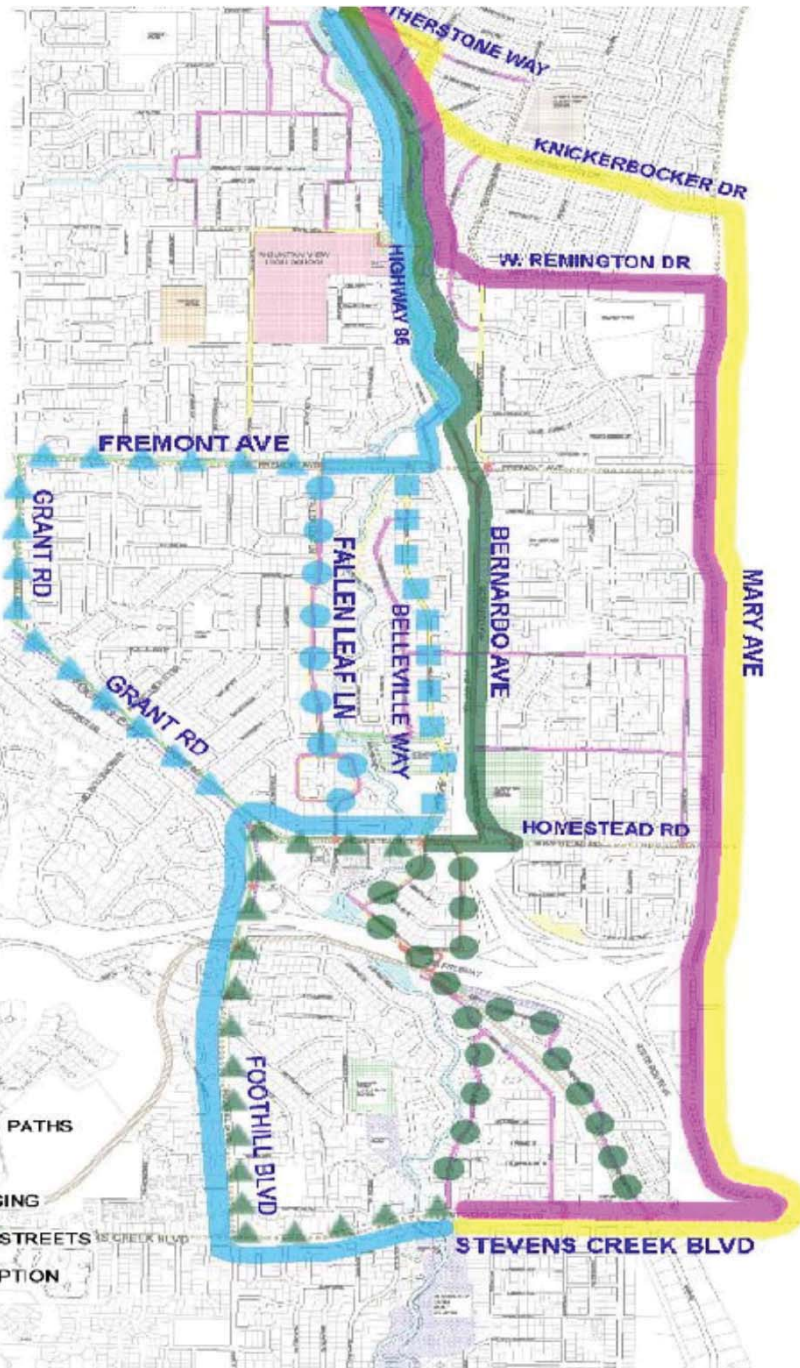
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DATE	PRINT NAME	SIGNATURE	ADDRESS	EMAIL
2/10/13	Dorothy Anastole	[Redacted]	[Redacted]	[Redacted]
2/10	Liz Ade	[Redacted]	[Redacted]	[Redacted]
2/10	SP YOUNG	[Redacted]	[Redacted]	[Redacted]
3/10	Yi SU	[Redacted]	[Redacted]	[Redacted]
	Rita MARSUCH	[Redacted]	[Redacted]	[Redacted]
3/10	Jason Chen	[Redacted]	[Redacted]	[Redacted]
3/10	Linda Parbone	[Redacted]	[Redacted]	[Redacted]
3/10	TECK YANG LEE	[Redacted]	[Redacted]	[Redacted]
3/10	WENDY YING	[Redacted]	[Redacted]	[Redacted]
3/10	Tom Maier	[Redacted]	[Redacted]	[Redacted]
		[Redacted]	[Redacted]	[Redacted]
		[Redacted]	[Redacted]	[Redacted]

Supplement to Comment #540

Name: Dr. Lawrence Ames

- CITY OF SUNNYVALE
 - CITY OF LOS ALTOS
 - CITY OF CUPERTINO
 - SCVWD
 - SANTA CLARA COUNTY
 - CALTRANS
 - PG&E
 - CAL WATER
 - UPRR
 - MOUNTAIN VIEW/LOS ALTOS HIGH SCHOOL DISTRICT
 - SUNNYVALE SCHOOL DISTRICT
 - LOS ALTOS SCHOOL DISTRICT
 - CUPERTINO/FREMONT UNION SCHOOL DISTRICT
- POTENTIAL ROUTES AND FACILITIES**
- PEDESTRIAN KEY PATH
 - CLASS II BIKE LANE
 - EXISTING CLASS II BIKE LANE
 - EXPRESSWAY (BIKES PERMITTED)
 - NEIGHBORHOOD GREENWAY
 - UNDERPASS AND RAMPS
 - PEDESTRIAN BRIDGE
 - OVERCROSSING AND RAMPS
 - PEDESTRIAN KEY INTERSECTION IMPROVEMENTS



ALIGNMENT OPTIONS

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

Supplement to Comment #559

Name: Tom Winant

Comments to the Stevens Creek Trail Feasibility Study Group

My name is Tom Winant, I live in Los Altos on Farndon Ave.

I have a comment on the substance of your excellent Feasibility Study

I DON'T think you have heard anyone complaining about the level of biking on their roads and bike paths as they exist *today*. There are multiple paths available to bikers and they will go where they choose, unless impediments are put in their way. In looking over your excellent Feasibility Study, I see no impediments, only ways to make a better trail. However, in making a better trail you may also be causing a major disruption to neighborhoods that once done, won't be undone. Please resist the temptation to choose an alignment that impacts neighborhoods. The complaints you have heard in this and previous meetings are driven by fears of choices you will make that will impact neighborhood in the *future*.

In Chapter 3 of the Study, "Alignment Options", specifically on page 50, in the discussion of the Fremont Avenue / Grant Road Option, it reads as if the route, having passed Woodland Branch Library and Lucky would *have to connect* Foothill Boulevard via the proposed pedestrian / bicycle path on the west side of Foothill Expressway from Homestead Road / Vineyard Drive to Starling Drive/Cristo Rey Drive. It would NOT need to be that way. I wish to direct your attention to the recently completed bike trail along Homestead from El Sereno to Belleville, which I don't see mentioned. Please consider this newly completed, and apparently overlooked, infrastructure in your study. And I draw your attention to a short paragraph on page 51, "Belleville Way Option",

"The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road."

And so could the Fremont Avenue / Grant Road Option. I commend that to your attention, and I request that you append a comment to that effect in your excellent report. Including that modification would make the Fremont Avenue / Grant Road option considerably more attractive, and I dare say less expensive.

Supplement to Comment #563

Name: Tom Winant

Comments Pertaining to the Stevens Creek Trail Feasibility Study

My name is Tom Winant, I live in Los Altos on Farndon Ave.

I have a comment on the substance of your excellent Feasibility Study

I DON'T think you have heard anyone complaining about the level of biking on their roads and bike paths as they exist *today*. There are multiple paths available to bikers and they will go where they choose, unless impediments are put in their way. In looking over your excellent Feasibility Study, I see no impediments, only ways to make a better trail. However, in making a better trail you may also be causing a major disruption to neighborhoods that once done, won't be undone. Please resist the temptation to choose an alignment that impacts neighborhoods. The complaints you have heard in this and previous meetings are driven by fears of choices you will make that will impact neighborhood in the *future*.

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"The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road."

And so could the Fremont Avenue / Grant Road Option. I commend that to your attention, and I request that you append a comment to that effect in your excellent report. Including that modification would make the Fremont Avenue / Grant Road option considerably more attractive, and I dare say less expensive. If the Trail is to be in Los Altos, let it be this trail that is in NOBODY'S Backyard.

Supplement to Comment #591

Name: Jeannie Bruins

Supplemental Document to Public Comment #591
Name: Jeannie Bruins

Committee members,

I apologize for being uncalibrated for a two-minute speech tonight. I'm used to three minutes. Here is the rest of what I wanted to tell you:

From south to north:

The trail should go under 280 through the open bore that does not carry the creek (as you know, there are two, one with the creek and one without). This is technically feasible, although Caltrans doesn't want to help at the moment. You have the ability to change that.

It should proceed along the water district property under Homestead Road, and then the trail segment should end, opening onto Fallen Leaf Lane, which should not be modified.

After going around the first corner on Fallen Leaf, it should become a trail again, joining the existing bike path along the creek and over the bridge to West Valley Elementary School.

The trail should proceed along an easement on the northern border of West Valley Elementary School (see attached letter, which should have been in the feasibility report).

This trail segment should then end, opening onto Bedford Avenue in Sunnyvale (Ashcroft and Barton are longer alternatives, but eventually you end up on Bedford).

The trail should start up again at the City of Sunnyvale property that starts at Bedford Avenue (where it is wide enough to create an off-street parking lot) and then goes along the creek behind Bedford and Albion Way. It should be possible from this point to ride on a continuous trail all the way out to Shoreline, although modification of the bridge on Fremont Avenue in Los Altos is likely to be required as per the feasibility report. There is water district property and Sunnyvale property along the creek north of Fremont, and then as the report notes, it is possible to get onto the long strip of unimproved Mountain View property that eventually leads to the current trail terminus.

The Bernardo alternative mentioned in the report says that in order to carve out a piece of Bernardo to make a Class 1 trail, either a lane would have to go away or street parking would have to go away. If this alternative is used instead of the better one above, Sunnyvale's policy would mandate removal of parking rather than removal of a traffic lane (mobility uses have priority over stationary uses).

Finally, we are lucky to have the example of Mountain View before us. Those councilmembers heard the same arguments: it will lower property values (it has in fact increased them, and is advertised on real estate flyers); it will increase crime (it has in fact decreased crime, particularly illegal dumping, because criminals prefer to do their activities where they can't possibly be noticed by passers-by); it will hurt the creek ecology (the Water District, which has authority and responsibility to maintain that ecosystem, pays cities to put in trails because they eliminate dumping and homeless encampments that foul the creek); and most people are against it (completely false; during my 8 years on the council probably 950 out of the 1000 people who talked to me were in favor of it, and 100% of the opponents live within 500 feet of Stevens Creek; it's a classic NIMBY situation). But Mountain View built it anyway and now you can't find any of those people to stand up and say what a bad idea it was. That's the template. Have the courage to build this amenity that many of your citizens will need, cite the Mountain View example, and ensure that we will be OK in the future even if severe fuel-burning restrictions come down.

Thanks very much.
Christopher R. Moylan

Supplement to Comment #591

Name: Jeannie Bruins



Cupertino Union School District

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

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

August 27, 2008

Mr. Christopher Moylan, Councilmember
City of Sunnyvale
456 West Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088

Dear Mr. Moylan,

This letter responds to an inquiry you made regarding the possibility of a city funded trail being placed on district property along the northern edge of West Valley Elementary School. Specifically you asked if the district would be willing to entertain an easement for such purposes.

The district has entered into similar cooperative agreements/easements with other municipalities. After review of the issue with staff, the district would be open to discussing such a project at West Valley School. However, there are concerns and limitations as to placement, funding and maintenance that would have to be a part of any future discussions. Needless to say, we would assume that significant study would also be required on the part of the city prior to any decision.

Regards,

S/S

Rick Hausman
Chief Business Officer

RH:lc

Equal Opportunity Employer

Supplement to Comment Various

Name: SEE BELOW

Kathleen Cordova #97 Steve Elich #608

Documents were submitted in a separate attachment.

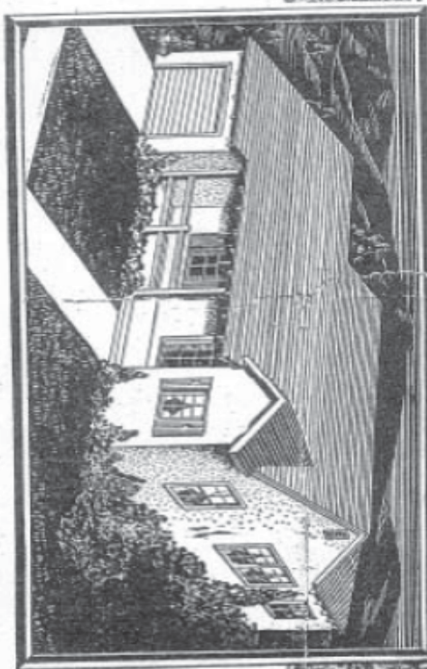
Attachment can be found at the following URL:

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

Supplement to Comment #609
 Name: Steve Elich

Announcing the **OPENING**

HOMESTEAD VILLA



**QUALITY-BUILT
 3-BEDROOM HOMES**
 With Unexcelled View of the Beautiful Los Altos Hills

- CEDAR LINED WARDROBE CLOSETS
- HARDWOOD FLOORS OVER 2" SUBFLOOR
- FULLY TILED BATHS AND KITCHENS
- ENTRY HALL • CURVED STREETS
- COMPLETE CHOICE OF COLORS

Salesman at Tract Office Every Day

LARGE
 LOTS

Coastwise Construction Co.

File A116

TRACT OFFICE EVENINGS
 AXD-0217 072-1924

\$10,500

Drive out Homestead Road 1.6 mi.
 west of Saratoga-Sunnyvale hwy.

VETERANS

Only \$500 Down

Including Closing Costs
 PAYMENTS \$64 mo. incl. tax and ins.

NON-VETERANS

Only \$2100 Down

Including Closing Costs
 PAYMENTS \$59.40 mo.
 incl. tax and ins.



Supplement to Comment #612

Name: Steve Elich

6/9/2015

Cupertino : News : Mary Avenue Bicycle Footbridge Dedication

News

Mary Avenue Bicycle Footbridge Dedication

Posted Date: 3/30/2009

Mary Avenue Bicycle Footbridge Dedication

April 30, 2009, 3 pm
Entry Plaza at intersection of Mary Avenue and Meteor Drive

The City of Cupertino invites you to join the dedication of the unique bridge which is the first cable-stay bicycle pedestrian bridge over a California freeway. This bridge connects the north and the south sections of the Stevens Creek Trail.



Background Info on the Footbridge

In 2000, the voters passed Measure A, a comprehensive transportation program funded by sales tax, which, among other things, allocated \$32 million for bicycle and pedestrian facilities on a competitive basis.



The Mary Avenue Bridge was submitted to that program and was ranked the Number One project in the County by the Valley Transportation Authority (VTA).

The total cost of the Mary Avenue Bicycle Footbridge project is \$14,800,000. Of that funding, over \$12 Million (over 80%) comes from outside grants, the largest being \$10,350,000 from the VTA Measure A program noted above.



Its importance is not just to Cupertino but to the entire region of trail users and is supported by both the Cities of Sunnyvale and Cupertino City Councils, both of those City Bicycle Pedestrian Commissions, the VTA Board of Directors and over 50,000 cycling and pedestrian enthusiasts in the region.



It's unique architecture, that of a cable stayed bridge structure with no intermediate support, was purposely designed to set it apart from other pedestrian bridges as a statement about the region's commitment to alternative transportation, specifically walking and cycling. It is the only bridge of its kind over an interstate highway in the State of California.

The original feasibility study projected that ultimately the bridge would be used by over 265,000 people of which 175,000 would be cyclists. The project was on schedule, within budget.

More Info on the Project

Supplement to Comment #612

Name: Steve Elich

THE
MARY AVENUE
BICYCLE
FOOTBRIDGE
DEDICATION



Supplement to Comment #612

Name: Steve Elich

*The Mary Avenue Bicycle Footbridge –
the first cable-stay bicycle pedestrian bridge over a
California Freeway – connects the north and south
sections of the Stevens Creek Trail.*

The City of Cupertino invites you
to join us at the dedication of this
unique bridge.

Thursday, April 30, 2009, at 3 PM

Location:

Entry plaza at the intersection of
Mary Avenue and Meteor Drive,
Cupertino



PLEASE NOTE: Access across the bridge will not be available in either direction until after the ceremony.

To attend the ceremony, arrive at the entry plaza at the intersection of Mary Avenue and Meteor Drive.

Limited parking is available along the southern section of Mary Avenue. Carpooling/biking/walking to the ceremony is encouraged.

Supplement to Comment #639

Name: Toby A. Smith



Cupertino Union School District

10301 Vista Drive, Cupertino, CA 95014-2040 • (408) 252-3000 • Fax (408) 865-0326

Superintendent Board of Education
 Wendy Gudalewicz
 Anjali Kausar
 Josephine Lucey
 Kristen Lyn
 Soma McCandless
 Phyllis Vogel

June 9, 2015

City of Sunnyvale
 Attn: Public Works – SCT
 456 W. Olive Avenue
 Sunnyvale, CA 94086

Dear CWG and JCWT:

As referenced in the City of Sunnyvale’s Stevens Creek Trail Study website written comments are to be emailed to SCTfeasibilitystudy@sunnyvale.ca.gov, no later than 5:00 p.m. on June 10, 2015.

The District is in receipt of the report titled, “Four Cities Coordinated Stevens Creek Trail Feasibility Study. There is one alignment option found in Chapter 3 and one pedestrian/bicycle-path option found in Chapter 4, that the Cupertino Union School District would like to make comments on.

Option Description	Report Page No.	District Comments
Belleville Way Alignment Option	51	Removal of parking is of concern to the District. West Valley Elementary is located on Belleville Way and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Any removal of parking will create issues, etc.
Bernardo Ave. Path	63	Changing Bernardo Ave. to a one-way street or removal of parking is of concern to the District. Cupertino Middle School is located on Bernardo Ave. and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Changing Bernardo Ave. to a one way street or any removal of parking will create issues, etc.

Sincerely,

Toby A. Smith
 Director of Maintenance, Operations and Transportation

EQUAL OPPORTUNITY EMPLOYER

Supplement to Comment # 652

Name: Tom Winant

THOMAS C. WINANT • 1809 FARNDON AVE. • LOS ALTOS, CA 94024
Home (650) 967-0244 • Mobile (650) 678-7120

9 June, 2015

To: Members of Los Altos City Council:
Jan Pepper, Jeannie Bruins, Jean Mordo, Mary Prochnow, Megan Satterlee

Subject: Stevens Creek Trail Feasibility Study

Dear Council Members,

I have attended Los Altos City Council meetings where the Stevens Creek Trail was discussed, and more recently the community forums held by the four cities and the study staff. I have reviewed the report of the Stevens Creek Trail Feasibility Study (SCTFS).

Later this year, around September through November, you will be receiving final presentations, and probably recommendations. I am writing to register my opinion on how you should react to recommendation(s). In so doing, I will also direct your attention to an omission from the SCTFS to consider the very recently completed infrastructure improvements along Homestead Road. I am only addressing Segment Two of the Trail – that portion which may, or may not, pass through Los Altos.

What I observed at the meetings I attended is that what people want in a trail are:

- First and foremost that the trail is SAFE to ride on,
- Provide a pleasant riding experience,
- Utilize existing infrastructure so far as possible,
- Make judicious and wise use of public money, and
- Not disrupt neighborhoods.

I did not hear anyone complain about the level of bicycle traffic on their streets *as those routes exist today*. And I heard many times that there is very strong opposition to a bike trail of any sort along Fallen Leaf Lane. I further noted from bicyclists, and from personal observation, that bicyclists use any of six routes – Mary, Bernardo, Belleville, Fallen Leaf, the newly marked bike lanes on Newcastle, and the existing route along Fremont Avenue west of Highway 85 to Grant Avenue to Homestead Road – to get between Fremont Avenue and Homestead Road. Bicyclists follow whatever route suits them, and wherever it is practical to go.

Recommendation. If it becomes imperative to have a bike trail in Los Altos as part of the Stevens Creek Trail, I recommend infrastructure improvements – widening, barriers, signage, green paint, etc. – to the existing route along north side of Fremont Avenue west of Highway 85, cross at the light to the east side of Grant Road, thence to Homestead Road, and connect with the existing, purpose-built bike trail along Homestead Road from El Sereno to the bridge over the creek. *Make the paths along Fremont and Grant at least as good as that last segment.* It satisfies all reasonable requirements. These streets are wide enough, there are no residences fronting on them until you pass Farndon, and it meets all of the concerns noted above. It will be safe, pleasant to ride on, and won't disturb any neighborhood. Improvements on that route could be made with judicious use of funds utilizing existing infrastructure. If bikers use it fine, if they don't that's fine too, and you can't stop them. This is not a "Not in my backyard" solution. It is a "Not in ANYBODIES backyard" solution.

Supplement to Comment # 652

Name: Tom Winant

An Alternate Recommendation. Simply do nothing, or at least very little. Accept no recommendation that does anything more than improve safety along existing roads. Allow bicyclists to use the routes they use today. Above all DO NOT post any signage that identifies any path as a portion of the Stevens Creek Trail – to do so will only serve to increase traffic along the road – Fallen Leaf or Newcastle – so identified.

Finally, I have a suggestion for an addendum to the SCTFS. In Chapter 3 of the Study, “Alignment Options”, specifically on page 50, in the discussion of the Fremont Avenue / Grant Road Option, it reads as if the route, having passed Woodland Branch Library and Lucky would *have to connect* Foothill Boulevard via the proposed pedestrian / bicycle path on the west side of Foothill Expressway from Homestead Road/Vineyard Drive to Starling Drive/Cristo Rey Drive. It would NOT need to be that way. I respectfully direct your attention to the recently completed bike trail along Homestead from El Sereno to the bridge over the creek just before reaching Belleville, which I don’t see mentioned in the report. Please consider this newly completed, and apparently overlooked, infrastructure when reviewing the SCTFS Report. And I draw your attention to a short paragraph on page 51, in the segment titled “Belleville Way Option”,

“The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian / Bicycle path on Homestead Road.” And so could the Fremont Avenue/Grant Road Option. I commend that to your attention, and I respectfully request that you append a comment to that effect in your review of the excellent SCTFS report. Including that modification would make the Fremont Avenue/ Grant Road option considerably more attractive, and I dare say less expensive.

Sincerely,


Thomas Winant

CC: Stevens Creek Trail Feasibility Study Group

Supplement to Comment #679

Name: Angela Huang

May 21, 2015

Sunnyvale City Council
Sunnyvale City Hall
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: Stevens Creek Trail – East Alignment (South Bernardo Avenue)

Dear Sunnyvale City Council,

We, the 200 plus homeowners and residents of the South Bernardo area neighborhood, are asking that the Sunnyvale City Council remove South Bernardo Avenue from the proposed plans for the Stevens Creek Trail.

This plan will substantially and severely alter our street and impact our lives in very negative ways. The greater majority of us were not even aware that such drastic measures were under consideration.

Our primary concerns about the proposed changes are as follows:

1. Bike Lane(s) on Bernardo Will Create Safety Hazards for Bicycles and Cars at Fremont/Bernardo

We understand that the proposed plan could possibly create multiple bike lanes on South Bernardo Avenue that will take bike traffic to and from one of the busiest and most unlikely locations for safe bicycle travel – the intersection of Fremont and Bernardo Avenues. Throughout the day and most significantly from 7 AM to 11 AM, and from 3 PM to 7 PM, this area is one of the most highly-travelled intersections due to the location of the entrances and exits to and from Highway 85 and the heavy traffic on Fremont itself.

While possibly turning Bernardo into a one-way street may partially protect bicycle riders while they are on Bernardo itself, there are other serious considerations. Busy bike lanes so close to the entrance and exit ramps to and from Highway 85, where most of the drivers are turning left and right onto and off of Fremont Avenue, will create serious hazards for riders AND for vehicles. If bike paths are required on Fremont as part of the trail, it makes more sense from both planning and safety perspectives that the bikes be routed on others -- far away from the unsafe congestion and high vehicle speeds at the Bernardo/Fremont/Highway 85 interchange.

2. Bike Lane(s) on Bernardo Plus it Being a One-Way Street is a Safety Hazard

South Bernardo Avenue is highly used by automobiles either going to or coming from work, or dropping off or picking up students at multiple area schools. At present, because this is a two lane roadway, speeds are naturally contained. We feel that a one-way street is a safety hazard to bicyclists due to probable increases in vehicle speeds.

Additionally, the sharp "S" curve creates two blind spots where bicyclists on the roadway may not be seen. Because bicyclists will be able to traverse this roadway in TWO (2) directions, there are dangerous opportunities for bicyclists to be involved in high speed head-on collisions at the Bernardo/Fremont intersection. Again, because this is one of the main access roads for "commuter traffic", the number of vehicles plus the bicycle lanes will create safety hazards that do not currently exist.

3. Creation of One-Way Traffic on Bernardo will Impact Feeder Streets and Wright Avenue.

At present, South Bernardo is one of the two main streets leading to and from two highly populated schools in our area. The first is the private South Peninsula Hebrew Day School (SPHDS) with population of approximately 400 students and staff, located on Astoria (between Bernardo and Wright) and the second is the Cupertino Middle School, with a student population of more than 1200 children soon-to-be increased to 1700, located at the end of Bernardo near Homestead. Regardless of the direction that the City chooses to restrict traffic along Bernardo, a

Supplement to Comment #679

Name: Angela Huang

significant increased flow of traffic twice daily will be transferred to Wright Avenue and interior feeder streets. Because Wright is one of the main access roads to the schools, there is a proliferation of students and bikes in this area twice each day. By removing the current Bernardo access to AND from the schools, this often higher speed commuter traffic will move from the less populated street (Bernardo) to the highly populated Wright Avenue. Such actions will compromise safety for all of the children and residents in the area.

4. Elimination of South Bernardo On-Street Parking Will Negatively Impact Homeowner Use and Enjoyment of Property.

Presently, the residents of South Bernardo are able to park vehicles on just one side of the street. By removing the parking on the street, only a small percentage of homeowners will have parking available for guests, service personnel and family members who visit the home. The cul-de-sacs along South Bernardo have extremely limited parking—so limited, in fact, that visitors coming to homes in these areas often must park along South Bernardo during holidays. Eliminating parking will impact all of the homes, residents, and guests visiting residents on Bernardo and its feeder streets.

5. Changes to Create Diminution of Property Values

Real estate and housing experts will note that there are three significant “community” issues that attract (and, conversely, detract) buyers from purchasing a home. These three community factors are: 1) School District and School Performance; 2) Safety and Crime in the Community and 3) Traffic and Parking.

While the proposed changes will not impact either of the first two community issues, it will negatively affect both traffic and access as well as parking along the street for the 54 homes that face S. Bernardo Avenue. Although it seems minor, home values in this area of Sunnyvale now exceed \$1,300,000 per home. As a result, buyers at this price level will not only want but they will expect parking along the street as well as free access along the roadway. If this is removed, homes here could suffer as much as 10 percent property loss or an average of \$130,000 per home or a community loss of as much as \$7.2 MILLION in lost value for the homeowner, lost savings, lost retirement and, more importantly, lost property taxes and lost revenue for the City of Sunnyvale just for Bernardo Avenue homes alone!

Considering that the plans will affect everyone in the area between Wright Avenue and South Bernardo as well as the traffic patterns change, the likelihood for diminution of property values could spread through the block of more than 250 homes, resulting in as much as \$32 million in lost home values, property taxes and revenue to the City. Is this really a sound change for Sunnyvale?

6. Preservation of Neighborhoods and “Small Town” feel

A major “attraction” to living in Sunnyvale is the feeling that, despite its obvious size, this is still a small town. Our location, our weather, and our neighborhoods are the reason that in 2007 Sunnyvale was voted the “Happiest City in America.” The preservation of small neighborhood streets where pedestrians often meet and greet one another is a vital part of the expected lifestyle of a Sunnyvale resident, and it is also the reason that Sunnyvale consistently remains one of the most desired locations to raise a family in the Santa Clara County.

But adding trails, removing on-street parking, making streets one way, over-driving interior streets and feeder streets would work against the very ambience that creates the “small town” feeling. The neighborhood streets should be preserved and not considered “access” ways to other larger streets. It is important that the Council—first and foremost—protect those features of this city that have made it highly desirable to buyers, renters and businesses. It is for this reason, that we ask that the Trail Committee remove S. Bernardo from consideration for bike routes and pathways.

Supplement to Comment #679

Name: Angela Huang

We hope you will take these concerns to the committee, and we would like additional community meetings to further discuss this issue with committee and Council. Please feel free to contact me, if you have any questions or would like to set up a time to meet with our community members.

Sincerely,

Grace Morioka (Bernardo 1398)
Raymond Wong (Bernardo 1386)
Marian Wong (Bernardo 1386)
Yoshiko Uemura (Bernardo 1410)
Jerome O'Connor (Bernardo 1344)

Supplement to Comment #679

Name: Angela Huang

June 6, 2015

Dear City Council and the Citizens Working Group Committee,

In response to the Stevens Creek Trail (SCT) Feasibility Study, we have the following comments and questions:

- 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?

Supplement to Comment #679

Name: Angela Huang

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

Second, a bike trail is already available on Mary in addition to the bridge over I-280. Why are we building yet another connection, which would not only dent our budget but also disrupt the neighborhood? Where will the bike trail lead to after the intersection at Homestead and South Bernardo? It sounds like bad planning.

Supplement to Comment #686

Name: Paul mannheimer

Respectfully yours,

Hank Chambers , Bernardo Sunnyvale
Willie Lee, Bernardo Sunnyvale
Ling Liu, Bernardo Sunnyvale
Millicent Young, Bernardo Sunnyvale
Isaac Young, Bernardo Sunnyvale
Yoshiko Uemura , Bernardo Sunnyvale
Jerome O'Connor Bernardo Sunnyvale

Supplement to Comment #686

Name: Paul mannheimer

June 9, 2015

To Our Representatives Reviewing the Draft Stevens Creek Trail Feasibility Study Report,

Let me begin by thanking you all for your service to our community.

My wife and I bought our home and moved to South Los Altos last summer, though both of us have lived in the Bay Area since the late '70s. I'm familiar with the local area, having run and bicycled along many of the streets listed in the Draft Feasibility Study. We routinely walk our dog through the neighborhood, and I have enjoyed early morning weekend rides along the Trail through Mountain View out to the Bay. After reading the Feasibility Study, I have a few perspectives to share as a pedestrian and bicyclist, one of which that seems to be absent from the Report.

I will focus here on three themes that I consider to be the most important.

1) Route ≠ Trail: I agree with others that have commented that a "Trail", like in Mountain View, runs through open spaces and is effectively buffered from cars, cross traffic, and driveways. One can relax and enjoy Nature's views, sounds, and smells on a trail. Street routes along busy thoroughfares or residential areas comprising Class II and Class III Bikeways offer NO trail-like qualities, and are merely *transportation routes*. They should be designated as such.

2) Consider a Legacy Option. If our collective goal is to genuinely extend the Stevens Creek Trail, make it a long-term, 30 to 50-year Plan – one that can realize what the Mountain View section offers. As private properties along one or both sides of the creek become available, through enticements and normal market turnover, plan for purchasing and restoring them to their former natural state. Let's create a proper "Trail" using contiguous open-space stretches along the entire Stevens Creek, end-to-end. I probably won't be here to see it, but let's leave a legacy rather than a compromise.

3) Fan, Don't Funnel: In the interim (well, 30 to 50 years is a long time...), let's not funnel the principal traffic along any one route to connect the proper sections of the Trail. Instead, fan out pedestrian and bike traffic along the numerous available routes and existing infrastructure, thus minimizing the impact to residential areas. Do everything possible to maintain the greenery and shade of streets lined with mature trees. Like most everyone in our community, this was a large part of why we chose to buy a home in this area.

At the ends of the open space sections of the trail, provide clear signage indicating the available crossover routes. For example, for extending Segment 2 from Fremont to Homestead Road, provide posted maps showing several options:

- Down Mary, connecting directly to the Don Burnett bridge;
- Down to Homestead using Bernardo or, alternatively, Belleville Way; and
- Down to Grant & Foothill using Newcastle or, alternatively, Fremont to Grant Road.

Where possible, utilize existing sidewalks and paths for pedestrians, while shunting bicycles to different spaces along the same or separate route. Serious and enthusiast bicyclists traveling or commuting from point A to B don't mix well with strollers, pets that are on (or off) leash, and kids on scooters & small bikes learning to ride. Nor do bikes mix well with driveways.

Supplement to Comment #686

Name: Paul mannheimer

With regards to Fallen Leaf Lane specifically, carefully review the obstacle at the southern end around the Fallen Leaf/Louise "box" (see the pictures below). All of the corners around the box are blind and already dicey to navigate. The Draft Feasibility Report doesn't note this section, but I approach the area with extreme caution every time I pass through it. The risks will only increase with a growth in pedestrian & bicycle traffic. If the northern section continues to be considered, leave its width intact and route the southern end alternatively to Grant/Foothill/Homestead using Holt-to-Newcastle, or Jones-to-Christ.

South end of Fallen Leaf Lane, looking north. Fallen Leaf continues to the right & Louise Lane is to the left.



Pedestrians approaching Louise to the left have a very limited view of oncoming cars and bicycles until midway around the corner, and vice-versa.

Pedestrians approaching up the hill from the right have a very limited view of approaching traffic heading north, and vice-versa.

And finally, in the absence of a proper open space trail, please create a pleasant and safe environment for all users. Maintain the quiet and shady residential neighborhoods found throughout Los Altos and the four-city area. As homeowners, this is what we bought into.

Thank you,

Paul Mannheimer
Los Altos

Supplement to Comment #686

Name: Paul mannheimer



Supplement to Comment #686

Name: Paul mannheimer



Supplement to Comment #710

Name: Robert Ma

RE: Oppose any Stevens Creek Trail segment on Phar Lap Drive/Mann/Madera Drive

My name is Robert Ma and I live at 10201 Phar Lap Drive, Cupertino. I have lived at this address since 1988, over 27 years. I have raised my family here and send my children to Cupertino public schools.

I strongly OPPOSE any plan for any segment of the Stevens Creek Trail to be routed onto Phar Lap Drive, Mann Drive or Madera Drive. I do NOT want this trail on my street, my neighbors do NOT want this trail, my neighborhood does NOT want this trail through our neighborhood.

- 1. Routing the Stevens Creek Trail down Phar Lap Drive and/or Mann Drive (Madera Drive) will demonstrably and negatively alter this "semi-rural" neighborhood with dramatically increased traffic (vehicle/buses, bicycle and pedestrian), increased crime (burglaries, auto break-ins, vandalism, litter), and decreased privacy and loss of community .*
- 2. Phar Lap, Mann and Madera Drive will be narrowed down to one lane of traffic to accommodate newly designated bike lanes and street parking. Traffic flow will most likely be routed ONE-WAY thru the Oakdell Ranch neighborhood. This will be a profoundly negative impact on access for emergency response vehicles and first responders. This will in turn increase the response time when attending to an emergency such as a house fire, medical aid, flooding or earthquake rescue.*
- 3. Spending \$15.6 Million dollars on (yet) another bridge across Highway 280 is fiscally irresponsible. There are Trail segments that can use existing infrastructures that are far more cost efficient to accomplish the same Trail connections. There are so many other urgent and deserving issues to resolve in Cupertino before spending \$15.6 Million dollars on something Nice-to-Have.*

Recommendation to the City of Cupertino:

Be Fiscally Responsible! The routes under consideration project spending upwards above \$56 million dollars, with additional costs not yet to be fully identified. Although some funds from the Federal government may be available to alleviate this spending, this is still a huge amount of money for a "NICE-TO- HAVE" project. There are so many other projects and issues for the City of Cupertino to address (improving bike and pedestrian safety, rising traffic congestion, rising crime and vandalism, etc.) where the allocation of taxpayer funds is far more deserved and most certainly required.

Utilize existing infrastructure because they are already paid for! There are already existing pedestrian and bike infrastructure along Stevens Creek Blvd, Foothill Expressway, Homestead Road, and Mary Avenue that can be enhanced to connect the two separate portions of the "Trail" (Black Berry Farm/south of Stevens Creek Blvd, and north of Homestead Road). This approach would require much less investment, less new construction, and greatly enhance these corridors that are already heavily used for bike and pedestrian traffic.

Minimize new impact because we live here! – Any new route should have any impact well studied, mitigated and approved overwhelming by the taxpayers/residents in the neighborhoods affected. Utilizing existing, funded infrastructure where the impact is well understood and approved should be

Supplement to Comment #710

Name: Robert Ma

the default option. All other options, especially those promoted by people from outside Cupertino, should be given much less priority and weight, if any at all.

Full Discussion and Summary

Background

The neighborhood that I live in is called "Oakdell Ranch". It is bordered by Stevens Creek Blvd on the south, Highway 280 on the north, Mann/Madera Drive on the east and Stevens Creek on the west. Oakdell Ranch is a true bedroom community where residents leave to go to work, school, shop and then return. There are no stores, light commercial, public or agency properties within this neighborhood. The streets have been designed and scaled for low density, two-way, residential traffic with street parking on both sides of the road. Mann Drive and Madeira Drive are designated as "semi-rural" with limited lighting and no sidewalks. The northern most portion of Phar Lap Drive also has limited lighting and no sidewalks, so residents walk on the street, carefully watching for cars and bicyclists.

In addition, as a bedroom community, people only drive into Oakdell Ranch (use Phar Lap Drive or Mann Drive) is because they live there or visit residences there. You cannot traverse Oakdell Ranch to get to Sunnyvale, or across Highway 280, or to Los Altos. So this neighborhood has a pleasant and safe community environment that is so typical and cherished in Cupertino.

Reason #1 for Opposition: Traffic Flow and Street Parking – Demonstrably and Negatively Altered

Plans to connect the Trail between Homestead Road to Stevens Creek Blvd involves route segments traversing through the residential Oakdell Ranch neighborhood – up onto Phar Lap and/or Mann-Madera Drive.

Routing the Stevens Creek Trail up Phar Lap Drive/Mann Drive is like stuffing 10 people into a 4 passenger car – the car gets grossly overloaded, not everybody will fit, and nobody is happy or comfortable!

- Because there is no existing bicycle infrastructure along these route segments, significant modifications will be needed. New Bike Lanes, accommodation for street parking, access for emergency response vehicles – all of this just won't fit on the existing streets!
 - Phar Lap Drive (40' wide with two 2' gutters) with bike lane (6'8") and bike lane w/street parking (16') narrows down to 15' wide for car traffic, essentially reduced to a one-way street (17' with 2' gutter).
 - Mann Drive (40') with bike lane (6'8") and bike lane w/street parking (16') narrows down to 15' wide, essentially reduced to a one-way street (17' with 2' gutter)

Supplement to Comment #710

Name: Robert Ma

- Madera Drive (36' wide with two 2' gutters) with bike lane (6'8") and bike lane w/street parking (16') narrows down to 12' wide, essentially not wide enough for car traffic, let alone any emergency vehicle.
- In all three cases, street parking on one side of the street is eliminated, further aggravating the need for accommodating the 1000 people expected to traverse the Trail/bridge on weekend days.

Note: See Appendix for dimensions for bike lanes and street parking, taken from examples in Cupertino

Any combination of two bike lanes and street parking can only be accommodated by eliminating street parking on one side, and narrowing down these streets for ONE WAY traffic flow. This will demonstrably and negatively affect the character of Phar Lap Drive, Mann and Madera Drive - with Madera Drive reduced down to just a two-way bike lane!

Reason # 2 for Opposition: Access for Emergency Response and First Responders – Critically Altered with Increase in Response Time

Any combination of designated bike lanes, with accommodation for street parking will result in much narrower streets on both Phar Lap Drive and Mann Drive. Most likely, Phar Lap and/or Mann would be designated for ONE-WAY traffic.

- One –way traffic flow in the Oakdell Ranch neighborhood will critically alter and reduce access to emergency response vehicle and first responders to any residence
- Narrowing the streets for thru traffic to accommodate bike lanes and street parking will slow down emergency response vehicles.
- Should Phar Lap Drive or Mann Drive be blocked by emergency vehicles, some residents could be trapped in their homes with no evacuation route available.

Bike Lanes will narrow Phar Lap, Mann and Madera Drives for car traffic. This will reduce access to emergency response vehicle. Designating these streets for ONE-WAY will further (definitely) increase emergency response time.

Note: Mann Drive is already designated as the Evacuation Path for all residences on Phar Lap Drive, adjacent streets and cul-de-sacs, and Mann/Madeira Drive. Should Stevens Creek overflow or in the event of an earthquake, the evacuation route uses Mann Drive, and not proceed down Phar Lap Drive.

Currently, there are two street exits that are available for residents of Oakdell Ranch: at Phar Lap Drive at Stevens Creek (opposite the Blue Pheasant restaurant parking lot), and Mann drive (traffic stop) at Stevens Creek .

Supplement to Comment #710

Name: Robert Ma

Reason #3 for Opposition: Absurd plans for a \$15.6 Million dollar Bridge across Highway 280 (another one!)

The plans for Stevens Creek Trail segment traversing through Phar Lap Drive/Mann Drive include the proposal for building a \$15.6 million dollar pedestrian crossing or bridge spanning Interstate 280¹.

Two options are proposed in the Feasibility study but only one budget estimate is provided.

Any such expenditures of such magnitude should be carefully and properly studied, reviewed and approved by all Cupertino residents.

To do otherwise is true fiscal irresponsibility and should be avoided entirely!

What can \$15.6 Million dollars fix in Cupertino?

There are many problems to fix in Cupertino, but here are just a few!

1. Bike and Pedestrian Safety in regards to the 5000+ of students that attend Monta Vista High School, Lincoln Elementary and Kennedy Middle School.

This tightly congested 10 block area has been identified repeatedly as a major pedestrian and bike safety problem.

There has already been a student fatality this past school year.

How about some kind of shuttle system like Stanford University's Marguerite shuttle bus system for moving students between these three schools safely as well as reduce traffic congestion? De Anza College parking lots could be used as a base?

2. Traffic congestion along Stevens Creek Blvd between Highway 85, De Anza College, Whole Foods, Target and De Anza Blvd. Large number of cars mixed in with bike lanes and pedestrians all in a fast moving traffic. Casualties and fatalities waiting to happen!
3. Affordable housing for our city government, school and local agency employees. Plenty to say here!
4. Add funds to the Cupertino City "rainy day" fund. This could always get more money!

*Connecting the Stevens Creek Trail from BlackBerry Farm to the Sunnyvale side of the trail is a NICE – TO- HAVE public works project. To further glorify this project with a \$15.6 Million dollar bridge (not including other unidentified costs) is just **absurd!***

¹Four Cities Coordinated Stevens Creek Trail Feasibility Study, p.90.

Supplement to Comment #710

Name: Robert Ma

Conclusion

There are very few people who live in the Cupertino Oakdell Ranch neighborhood who support the Stevens Creek Trail through Phar Lap Drive and/or Mann Drive. The impact for segments of the trail to traverse Oakdell Ranch are **significantly negative** and highlight poorly studied options as presented in the Four Cities Coordinated Stevens Creek Feasibility Study.

Existing infrastructure should be used to connect the segments of the Trail, so additional investments will greatly enhance and leverage funds already spent. I want to see my tax dollars used properly and for greater good, but where spending on public works projects become fiscally irresponsible, then the City of Cupertino should stop those efforts.

Look carefully at who are the people who support these Trail segments through our neighborhood. These people generally do NOT live in my neighborhood or even Cupertino, so they are not concerned about the details of increased traffic congestion, increased crime and vandalism, degradation of neighborhood quality of life. These people should be given very little, if any, priority on how to spend City of Cupertino tax dollars on this Nice-to-Have Stevens Creek Trail.

Robert Ma
10201 Phar Lap Dr
Cupertino, Ca
Email: Robert.ma@yahoo.com

Supplement to Comment #710

Name: Robert Ma

Appendix

1. Phar Lap Drive is typically 40 ft. wide (including 2 each 2' gutters), Mann Drive is typically 40-41' wide (including 2 ft. gutters), and Madera Drive (north of Phar Lap Drive) is narrower at 36 ft.

2. Dimensions for various widths of traffic, as measured on existing Cupertino streets:

- o Bike lanes (green painted) are 6' 8" wide. Two bike lanes will take up 13' 4" of roadway.

Taken at corner of Stevens Creek Blvd and Mann Drive, facing east



- o Bike lane with Street parking stripped for approx. 16' 6", including the 2' gutter..

Taken at corner of Stevens Creek and Orange, traffic direction is east.



Supplement to Comment #710

Name: Robert Ma

- Bike Lane with dedicated turn lane: approx. 6' 8" bike lane, 17' including turn lane and gutter

Taken at Stevens Creek Blvd and Phar Lap Drive, across from Blue Pheasant restaurant parking lot.



- Bike lane with parking, striped at 16' wide, incl. 2' gutter

Taken at Stevens Creek, east bound, in front of Blue Pheasant Restaurant



Supplement to Comment #735

Name: Gerhard Eschelbeck

June 10, 2015

Hi, my name is Gerhard Eschelbeck and I am a resident of Cupertino.

I respectfully ask the working group and the city council to use, improve and upgrade existing bike lanes and not create a new route on narrow residential neighborhood streets.

All proposed options between Fremont and Stevens Creek are on the street. Since it is about exercise and recreation, it should make no difference if the designated on-street section runs 100 yards or 300 yards from the creek. What really matters is, the segment has to be safe, best separated from traffic, and serve as many people as possible.

The full length of the Mountain View trail runs along Highway 85 and not through a residential neighborhood. Why would we pursue the most expensive option, build another bridge and disrupt existing neighborhoods, only to end up with another "street trail"?

There are connecting bike lanes in place. Let's address known problem areas with those "trail dollars" - like the 280 on/off ramps with under- or overpasses. Even a fully separated trail is possible on Foothill. Improving existing lanes will double the impact of the money spent and benefit not only recreational users, but students, commuters and local residents alike.

It is interesting that many are concerned about a safe Stevens Creek trail, but do not seem equally supportive of making existing bike lanes safer. Students of Homestead High, Cupertino Middle or West Valley College use the Homestead, Mary and Stevens Creek section every day and hundreds of recreational cyclists use Foothill Expressway to get up into the hills weekend after weekend.

Spend the money there!

Thank You,

Gerhard Eschelbeck.

Supplement to Comment #738

Name: Elisabeth Eschelbeck

June 10, 2015

Hi, my name is Elisabeth Eschelbeck and I am a Cupertino resident.

After attending the public meetings, I think there is consensus to provide a safe connection between the finished trail sections. Many attendees were unaware that there is no public land available between Fremont and Stevens Creek to accommodate a trail like in Mountain View.

I would like to point out that the trail section in Mountain View was possible, because it runs along Highway 85. Therefore it is a continuous trail with no intersections, and segments of the trail are next to a high speed highway.

While there is no option to create a trail with no intersections in the missing segment, I see an opportunity to serve two purposes with the design and routing of a designated on-street connection.

First, dedicate one of the existing routes (Foothill or Mary) between the two already completed trail sections. Second, since the connector will run on streets, it should also provide safer biking/walking segments for the immediate neighborhoods. Many students, residents and bike commuters would benefit by safer, separated bike lanes or paths where big intersections and hot spots are addressed and improved. The existing lanes on Foothill and Mary bridge have been traveled and problem areas are known, well understood and can be resolved. In my view, it makes no sense to add yet another route with unforeseen problems and choke up small neighborhood streets with the bike traffic of a designated, official trail.

This approach would maximize tax dollars and benefits for the community and define a connector to the trail segments. Santa Clara faced the same "no land" situation and upgraded bike lanes to segregated bike paths along sections of San Tomas Expressway. A similar design along Foothill Expressway would appease trail supporters and please residents alike.

I respectfully ask to use and improve existing lanes and infrastructure, make them safe and suitable for bikers of various skill levels and not route a potentially highly used trail through neighborhoods.

Thank You,

Elisabeth Eschelbeck

Supplement to Comment #738

Name: Sophia Eschelbeck

June 10, 2015

My name is Sophia and I live in Cupertino.

I suggest completing the Stevens Creek Trail via a wider street, like Foothill Expressway, where there is enough space to accommodate completely separated lanes. A higher speed road has usually more width and fewer intersections.

I have seen this implemented and used in Santa Clara, where I used to live.

The enclosed photos show a segment of the San Tomas Aquino Trail in Santa Clara. On one side, a bike lane was completely separated and turned into a biking/walking trail. It runs right along a busy street, San Tomas Expressway, with a concrete barrier on one side and trees and shrubs on the other. It serves as connector, commuter and recreational trail and is at the same time a safe bike/ pedestrian/skateboard lane to and from Cabrillo Middle School and the Youth Activity Center.

To me this is a perfect example of how an improved bike lane can look.

This bike/walk trail segment is completely separated, two ways, and in my eyes "trail like". There are no driveways, no cars and at the end points are traffic lights. It is safe and usable for all ages.

I did not imagine this would be possible along an Expressway, and I wish the trail would have been in place when I took classes at the Youth Activity Center.

Please visit this trail segment.

I respectfully ask to convert existing bike lanes into separated bike paths on Foothill or Mary, and not use small neighborhood streets with many intersections and driveways.

Thank You,

Sophia Eschelbeck.



Supplement to Comment #740

Name: James French



Supplement to Comment #749

Name: Carolyn and Dennis Armstrong

We are writing in opposition to the use of Fallen Leaf Lane, Bernardo Ave and Bellevue Ave as options for the Stevens Creek Trail connection links.

While we do not live near Fallen Leaf, we have for many, many years walked this route for exercise and pleasure and are thus very familiar with the area. Rather than provide a laundry list of objections to these three options, we would like to focus on just two objections which we believe make these options "non-starters":

1) Safety

A currently running car advertisement provides information on how high the percentage of automobile accidents occurs while the car is in REVERSE. Think of the number of cars backing out of their driveways on these streets across the proposed trail extensions and the bikers, skateboarders and pedestrians (with and without dogs) who must run this gauntlet. While walking, we are constantly aware of backing cars and a surprising number of times the motorist does not see us. (Embarrassed waves and smiles then occur). If the trail extension is successful (and we hope it is), a large number of people of all ages will be put in jeopardy if one of these three streets is utilized for the trail. A moment's loss of attention by the motorist and/or trail user and the results could be tragic.

2) Neighborhood Aesthetics

While recently walking on Fallen Leaf, we stopped by the signs and yellow tape displays put up by several neighbors, which indicate just what must be destroyed in order to use this existing street for the trail extension. We both looked at each other and simultaneously remarked: "THIS IS JUST NOT RIGHT". While we have not seen similar displays for the effects on the other two street options, they probably have a similar detrimental result. We would strongly suggest that before these street options are considered, the decision makers should make a field trip to view the displays on Fallen Leaf and visualize what these three options would do to the neighborhood.

Supplement to Comment #749

Name: Carolyn and Dennis Armstrong

As we see it, the overarching problem is using any of these three street options as an attempt to "force fit" the trail extension onto streets that were developed over 60 years ago. The result would be a dangerous and esthetically objectionable trail extension which would have none of the beautiful aspects of the majority of the Stevens Creek Trail.

Thank you for your attention,

Valerie and Greg Gillen

Austin Ave, Los Altos

Sent from my iPad

Supplement to Comment #757 & #763

Name: Kathleen Cordova

Got Millions of taxpayer dollars set aside for the Stevens Creek Trail?
Let's spend it wisely

**E-mail: The City of Sunnyvale Stevens Creek Trail to let them know your thoughts.
Deadline for comments that will be used in the final report is today 6/10 @ 5 p.m.
SCTfeasibilitystudy@sunnyvale.ca.gov**

The Friends of the Stevens Creek Trail (FOSCT) trail advocacy group quesstimates that it would **cost over \$40 million dollars** "for the most creek like experience" for the extension of the Stevens Creek Trail. Including a second incredibly expensive bridge over 280, 1/2 mile from the \$15 million dollar Don Burnett/Mary Ave Bridge to reach Blackberry Farm and the Cupertino foothills.

The creek between Fremont and Homestead is privately owned and not available for a trail. The "trail" **will never** look like the Mt. View portion. The Sunnyvale and Cupertino portion can't be called a "trail" as it will be routed behind driveways and in front of homes on neighborhood streets, not protected from cars with a barrier, like a class 1 trail.

If we are planning on **spending millions and millions of taxpayer dollars**, let's instead advocate for routes that can provide conductivity for residents to reach the exact same destinations. Cost effective safe routes for students, residents to reach retail venues, commuters and recreational users and families to use the Mary Ave/Don Burnett Bridge to eventually reach green spaces and the same exact destinations Black Berry Farm, McClellan Ranch and trails in the Cupertino Foothills.

WHAT IF? THE GRANT MONEY SET ASIDE TO BUILD TRAILS COULD BE USED, TO REACH THE SAME DESTINATION BLACKBERRY FARM?

Fremont Flyover Bike/Ped bridge over 85 on/off ramps to reach Mary Ave Mary/Don Burnett bridge.



Mary Ave meridian trail between ont Fremont & Homestead to the Mary/Don Burnett Bridge.



Supplement to Comment #764

Name: Kathleen Cordova

GOT EXTENSION OF THE STEVENS CREEK TRAIL ON NEIGHBORHOOD STREETS IN SUNNYVALE AND LOS ALTOS?

E-MAIL COMMENTS TO THE CITY OF SUNNYVALE STEVENS CREEK TRAIL STUDY
SCTfeasibilitystudy@sunnyvale.ca.gov



Fallen Leaf Lane and Louise Lane in Los Altos at high tension wire choke points



Belleville Way, West Valley traffic in Sunnyvale

Bernardo Ave, Cupertino Middle School traffic.
Sunnyvale

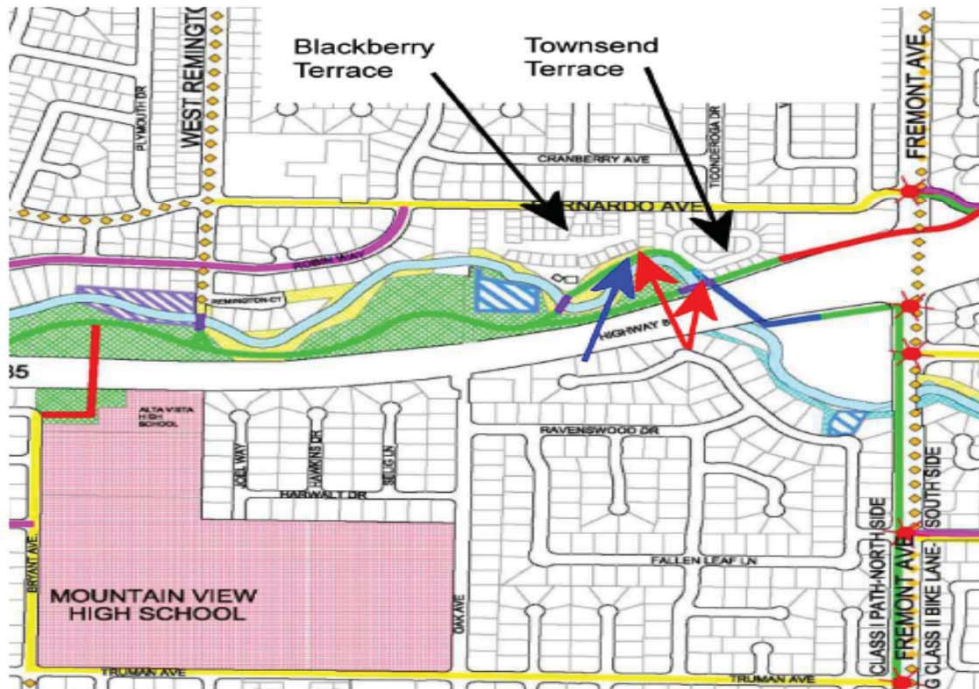
Supplement to Comment #786 #816
Name: Tyson Leistiko , Chris Lyon

June 10, 2015

To those involved in the consideration of the Stevens Creek Trail,

I would like to identify a concern related to my friends and neighbors who reside and own homes on Townsend Terrace and Blackberry Terrace in Sunnyvale.

These homes are situated on small properties with little setback. One of the proposed trail options will put the trail as little as 10 to 15 feet from the interior living space of some of these structures as it would pass by their side and back yards. I have identified these areas with Red Arrows in the following diagram taken from the "Four Cities Coordinated Stevens Creek Trail Feasibility Study".



Supplement to Comment #786 #816
Name: Tyson Leistiko , Chris Lyon

The Blue Arrow above identifies an area that may require additional work on the creek bank to support the trail, where previously I had seen documentation showing this as a bank that wouldn't require additional engineering to support the trail.

I understand that not all trail combinations can be shown in a preliminary study, but taking my concerns into consideration I think the following should be an option for study if this corridor becomes a viable option for a future trail segment.



Figure 24 – Grade-separated options for connecting to Fremont Avenue.

Additional Consideration

The areas of concern for proximity to the interior living space of Townsend Terrace and Blackberry Terrace homes are again indicated by Red Arrows on a figure taken from the study. I have created and shown a third option for consideration if the trail is to pass under Highway 85 at this location where the impact to these homes is minimized. This was shown in its most simple form by combining the two existing diagrams, but in reality the termination of a combined underpass and creek crossing could terminate slightly northeast of where shown while remaining on the west bank. A zoomed in diagram of this concept is shown:



Thank you for your outreach and consideration of feedback and comments,

Tyson Leistiko
 Resident, Townsend Terrace, Sunnyvale

Supplement to Comment #794

Name: Sudhir Virmani

Stevens Creek Trail

THE MYTH

For several years, Stevens Creek Trail (SCT) zealots have been propagating far and wide that a SCT extension can be constructed in a heavily built and populated residential area. They have used this propaganda to appeal to the gullible funders and other supporters of the "trail". But this is a complete myth. A trail- "a neater sweeter maiden in a cleaner, greener land" - cannot be built in such a congested area.

THE FANTASY

Belleville Way is the sole outlet for houses and residences bounded by 85, Fremont, Homestead and the Creek. It is also the location of the West Valley Elementary School and many students in this area attend Cupertino Middle School on Bernardo and go across the 85 overpass.

Around school start and end hours, there is heavy pedestrian, vehicular and, yes, bicycle traffic. This requires considerable vigil by the school crossing guards to ensure student and parent safety. During winter and rainy days the vehicular traffic backs up considerable distances from the school, both towards Homestead and Fremont. Any arbitrary reduction in the volume of traffic and of parking space and increased difficulty of access will **seriously harm the safety, security and quality of life of the residents, students, and school staff.**

RECOMMENDATION

As a resident of The Dalles Ave on the corner of Belleville Way, I urge the Sunnyvale City Council to stop any attempt to designate Belleville Way, The Dalles Avenue and Bedford Ave wholly or in combination as a trail and then proceed to make infrastructure changes. The entire concept of a trail as currently fantasized by the Cities and, especially, the rabid Friends of Stevens Creek Trail, in the alignments under consideration should be given a decent funeral and buried.

GOING FORWARD

- Abandon the current Four Cities plan and studies.
- Upgrade and Augment existing infrastructure to provide greater and much safer access to bikes and pedestrians
- Avoid aggravating residents and reducing their quality of life. Give priority to resident's opinions.
- Post maps and signs as needed to ensure that the links between the two segments of the Stevens Creek Trail are clearly identifiable and visible.

Respectfully submitted

Sudhir Virmani

The Dalles Avenue, Sunnyvale

Supplement to Comment #815

Name: Shani Kleinhaus



COMMITTEE FOR
GREEN FOOTHILLS



ACTION FOR A
HEALTHY PLANET

June 10, 2015

City of Sunnyvale Public Works Department
456 W. Olive Avenue
Sunnyvale, CA 94086
SCTfeasibilitystudy@sunnyvale.ca.gov

Re: Stevens Creek Trail Four Cities Joint Feasibility Study

The Loma Prieta Chapter of the Sierra Club, the Committee for Green Foothills and Santa Clara Valley Audubon Society submit this letter in regards to the Stevens Creek Trail Four Cities Joint Feasibility Study. We write to support the "all city streets" option and use of existing infrastructure. We are not in favor of further impacting Stevens Creek remnant riparian habitats, which are heavily degraded already by development and infrastructure. The Stevens Creek corridor is extremely valuable to wildlife, and undisturbed sections are rare and diminishing. The remaining riparian habitat in the study area is simply too narrow to construct bridges and trails without taking a heavy and permanent toll on endangered species wildlife in Stevens Creek and its watershed.

The Feasibility Study

For decades, transit and right-of-way uses trumped all other considerations along Stevens Creek. But meandering through and along Highways 280, 85, 101, and 237, and shadowed by power lines, Stevens Creek and its diminished riparian ecosystem continue to provide life support to threatened steelhead trout and to a diversity of bird and wildlife species.

As acknowledged in the Stevens Creek Trail Four Cities Joint Feasibility Study, Stevens Creek provides significant wildlife habitat:

NOAA National Marine Fisheries Service has designated Stevens Creek as "critical habitat" for the recovery of Central California Coast steelhead. More than 225 species of birds, mammals, reptiles and amphibians rely on riparian habitat. Riparian habitat hosts the most diverse bird communities in the west. Less than 5% of California's riparian habitat remains (Riparian Habitat Joint Venture, 2004). The Baylands Ecosystem Habitat Goals Project states that in the South Bay, "Riparian restoration and enhancement of tributary streams would improve stream and riparian habitat and benefit anadromous fishes,

Supplement to Comment #815

Name: Shani Kleinhaus

amphibians, small mammals and birds (Baylands Project, 1999, p. 129). Mammals including raccoon, opossum, striped skunk, gray fox, Eastern gray squirrel, Eastern fox squirrel, ground squirrel and black-tailed deer frequent the creek corridor and open space lands. Two California species of special concern are also known to occur in the creek corridor including the western pond turtle (*Actinemys marmorata*) and San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*). The creek supports four native fish species: three-spined stickleback, Sacramento sucker, California roach and Central California Coast steelhead. (P. 54-55)

The habitat along Stevens Creek is recognized by the California Department of Fish and Game as a threatened resource. Saltwater marsh and riparian plant and animal communities have been drastically diminished. Of the once bountiful wetlands habitat, only 5% remains. Enhancement and protection of the creek corridor is important to the survival of native plant and animal communities. (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.7)

The Stevens Creek corridor is one of the few areas in Mountain View providing habitat for wildlife. Many animals live along the creek corridor and many more use the green belt as a thoroughfare to reach different feeding areas without having to contend with traffic on city streets. The creek corridor serves a purpose for animals similar to the one envisioned for commuters. . (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.7)

Urban development has encroached along the creek corridor and valley floor causing the demise of the natural environment. Pockets of remnant forest exist along Stevens Creek and provide the only significant remaining riparian habitat for wildlife in Mountain View. . (Initial Study/Environmental Assessment for the Stevens Creek Trail and Wildlife Corridor Project (1991) P.8)

Thus, Stevens Creek and its riparian ecosystems provide unique, irreplaceable habitats for native species, and are critical for the persistence of many of the species that share our landscape.

Unfortunately, creekside trails are disruptive to riparian ecosystem function (see Appendix A: Impact of trails on Riparian Ecosystems). Trails impose adverse impacts on ecosystems not only due to construction, but also due to the facilitation of human access and activity. In riparian ecosystems, trails interfere with bird and wildlife access to food and water, wildlife movement and migration, nesting and breeding. This is why trails near creeks must maintain a buffer, or setback, that allows the ecosystem to function. Maintaining biological function in the urban section of Stevens Creek is paramount.

Supplement to Comment #815

Name: Shani Kleinhaus

According to the Feasibility Study, there are several points along the creek where there is inadequate width to support development of a trail. The "Creek Corridor" and "Partial Creek Corridor" alignments would require engineered structures attached to the Highway 85 soundwall and supported on piles driven into the creek bank (per the Feasibility Study at p. 57, "an approximately 100 foot structure slab trail on piles with curtain wall" and "an approximately 380 foot structure slab trail on piles"). Some, if not all of these piles would have to be below the high water line to support these structures, causing hydraulic shifts and increased erosion nearby. Such piles into the side of the bank, even if above high water, are destructive and require severe bank modification to restore stability.

The Feasibility Study also says "Trail segments that are proposed below the top of bank are estimated as poured concrete structures." Concrete and similar materials on the creek banks, and especially below high water lines are not environmentally acceptable. History has shown that armored banks eventually fail and fall into the creek. Heavy equipment in the creek for this construction is not environmentally acceptable. It is not acceptable to try to force a trail into these areas of inadequate width.

Thus, under the "Creek Corridor" and "Partial Creek Corridor" alignments, not only would there be no setback at all from the top of the bank, construction would be required within the creek channel, and the banks would need to be reinforced to support this structure. See Feasibility Study, p. 57 and Figure 23. This alteration of the creek channel would be detrimental to the hydrology of the creek as well as the wildlife in and around the creek corridor.

On page 89 Mountain View's EIR for constructing a trail on Mountain View property along the creek in this area to the Mountain View Los Altos border states "...approximately 74 trees would be removed in order to construct the proposed trail ..." Many of these are heritage trees. As this only considers the stretch to the Los Altos border, there would be many more trees removed to continue the trail to Fremont Ave. along the creek. And of course other riparian vegetation would also have to be removed.

Losing these trees and other vegetation would remove scarce wildlife habitat. According to fisheries biologists, the threatened steelhead trout requires cool water, and riparian trees and vegetation to shade the creek and to drop bugs and organic matter to feed the aquatic life in the creek. Losing these trees and the nearby vegetation will severely degrade the habitat for terrestrial and aquatic wildlife, including threatened steelhead trout.

As mentioned above, NOAA National Marine Fisheries Service has designated Stevens Creek as "critical habitat" for the recovery of Central California Coast steelhead. This means that the creek must remain shaded. Additionally, special consideration of impediments to fish migration must be taken into account. The fish ladder downstream of Fremont Ave. has not functioned properly in low flows. The Santa Clara Valley Water District has a long term plan to correct the problem by

Supplement to Comment #815

Name: Shani Kleinhaus

moving the ladder to the west side of the creek. This is the side of the creek where the Feasibility Study would construct the trail, and there is only a narrow setback to the soundwall at this point. It is important to the long-term survival of Stevens Creek steelhead trout to avoid placing a trail where it could potentially interfere with the facilitation of fish migration in the future.

Conclusion

Creek and riparian ecosystem restoration and enhancements are beneficial, but restoration should not be conditioned on access – especially where access is delineated within 10-feet of the top-of the bank, or suspended from a soundwall.

Because the riparian corridor of Stevens Creek is so impacted already, and because there are sections where a setback is not feasible, the Stevens Creek Trail alignment should focus transit opportunities on existing infrastructure outside the riparian corridor. The "All City Streets" option is the only option to preserve our native species in our highly developed valley.

One of the goals of the Stevens Creek Trail Project is to increase native habitat areas and provide a natural setting for trails. City street trails could be constructed with strips of native vegetation rather than asphalt and concrete. This project provides an opportunity to increase habitat area rather than decrease existing habitat.

We thank you for your consideration,



Michael Ferreira
Executive Committee Member,



Alice Kaufman
Legislative Advocate,



Shani Kleinhaus, Ph.D.
Environmental Advocate,



Joanne McFarlin
Stewardship Associate Director
Acterra

Supplement to Comment #815**Name:** Shani Kleinhaus**Appendix A: Impact of trails on Riparian Ecosystems.**

Riparian systems are one of the rarest habitat types in North America. About 80% of all animals use riparian resources and habitats at some life stage, and more than 50% of breeding birds nest chiefly in riparian habitats (Krueper 1992). These habitats are of particular value in lowlands (below 5,000 feet) as a source of direct sustenance for diverse animal species (Krueper 1993). Organisms moving through rugged landscapes often use riparian areas as travel routes. For example, many butterflies and frogs preferentially move along stream corridors (Orsack 1977, Kay 1989, USGS 2002). Although western pond turtles are capable of overland movements of up to 0.5 km (0.3 mi) (Holland 1994), they preferentially move along stream courses (Bury 1988). Even large, mobile vertebrates, such as mountain lions, have shown preferences for moving along riparian corridors (Beier 1995, Dickson et al. 2004). Riparian systems, because they provide connectivity between habitats and across elevational zones, will be especially important to allow species to respond and adapt to climate change (Seavy et al. 2009).

The following discussion illustrates and documents the impacts from trail usage to surrounding upland and riparian habitats. Complicating efforts to address these impacts is the fact they are so widely underestimated. A survey of backcountry hikers in Utah revealed that 50% assumed they had no negative impacts on the wildlife in the surrounding area (Taylor & Knight, 2003). A large body of research refutes such assumptions for sites both distant from and adjacent to urban areas. For instance, one study showed that even when bird communities in riparian areas have been heavily impacted by urbanization in surrounding lands, the presence of hikers, joggers and bicyclers along a recreational trail have a significant further impact, especially on species that nest close to the ground or forage low for insects or seeds (Miller et al., 2003).

In many cases, disturbance from human activity is the most important factor affecting the number of bird species, surpassing even the effects from habitat loss due to development (Schlesinger et al., 2008). In a study of six sites, three with a recreational trail running adjacent to a riparian corridor and three with no trail, the number of raptor species was consistently greater in the sites with no trail (Fletcher et al., 1999). In grasslands, nests were less likely to occur near trails than away from trails. In grasslands and forests, nest survival increased with increasing distance from a trail. The zone of influence was approximately 75 meters, or 246 feet, from a trail for most species (Miller et al., 1998). Trails alter predation patterns differently for different groups of animals; birds attack more nests near trails than away from trails, whereas mammals appear to avoid nests near trails to some extent (Miller & Hobbs, 2000).

Hiking and bicycling trails were shown in one study to be correlated with a five-fold decline in the density of native carnivores and a substantial increase in nonnative carnivore species (Reed & Merenlender, 2008). The authors suggested this might put an unsustainable predation pressure on native birds and small mammals,

Supplement to Comment #815**Name:** Shani Kleinhaus

thereby jeopardizing their survival. The authors went on to say that in larger areas, the configuration of the trails may be the most important factor, but in moderately sized areas near urban development, the key variable seems to be whether or not the site is open to public access. A related study suggested that bobcats, in particular, were displaced by the disturbance caused by bikers and hikers (George & Crooks, 2006). It may be interesting to note that the studies reviewed did not indicate bicycle traffic on trails to be more disruptive to wildlife than pedestrians. In fact, some of the authors voiced their sneaking suspicion that those of us who stop and gawk at the wildlife have a greater impact than those who whiz by on bicycles.

The above studies are not local, but are cited because of their applicability and relevance to our local situation – proposed recreational trails and other public access to upland and riparian open space areas. These studies are part of a much larger body of scientific evidence documenting the effects that trails have on surrounding habitat. In an interesting counterpoint, a local study found bayside trails had no significant effects on shorebird numbers, species richness, or percent of birds foraging (Trulio & Sokale, 2008). There are a great many differences between bayside and streamside habitats that prevent applying the findings of this study to riparian areas, though. For instance, shorebirds have the open bay on one side in which to flee if needed, are used to foraging in sand flat areas which have no vegetative cover, and do not nest there.

Citations

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Supplement to Comment #815

Name: Shani Kleinhaus

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http://www.rivercenter.uga.edu/service/tools/buffers/buffer_lit_review.pdf

CC:

Council Member Tara Martin-Milius, Sunnyvale

Council Member Pat Showalter, Mountain view

Council Member Darcy Paul, Cupertino

Council Member Jeannie Bruins, Los Altos

Director Nai Hsueh, Santa Clara Valley Water District

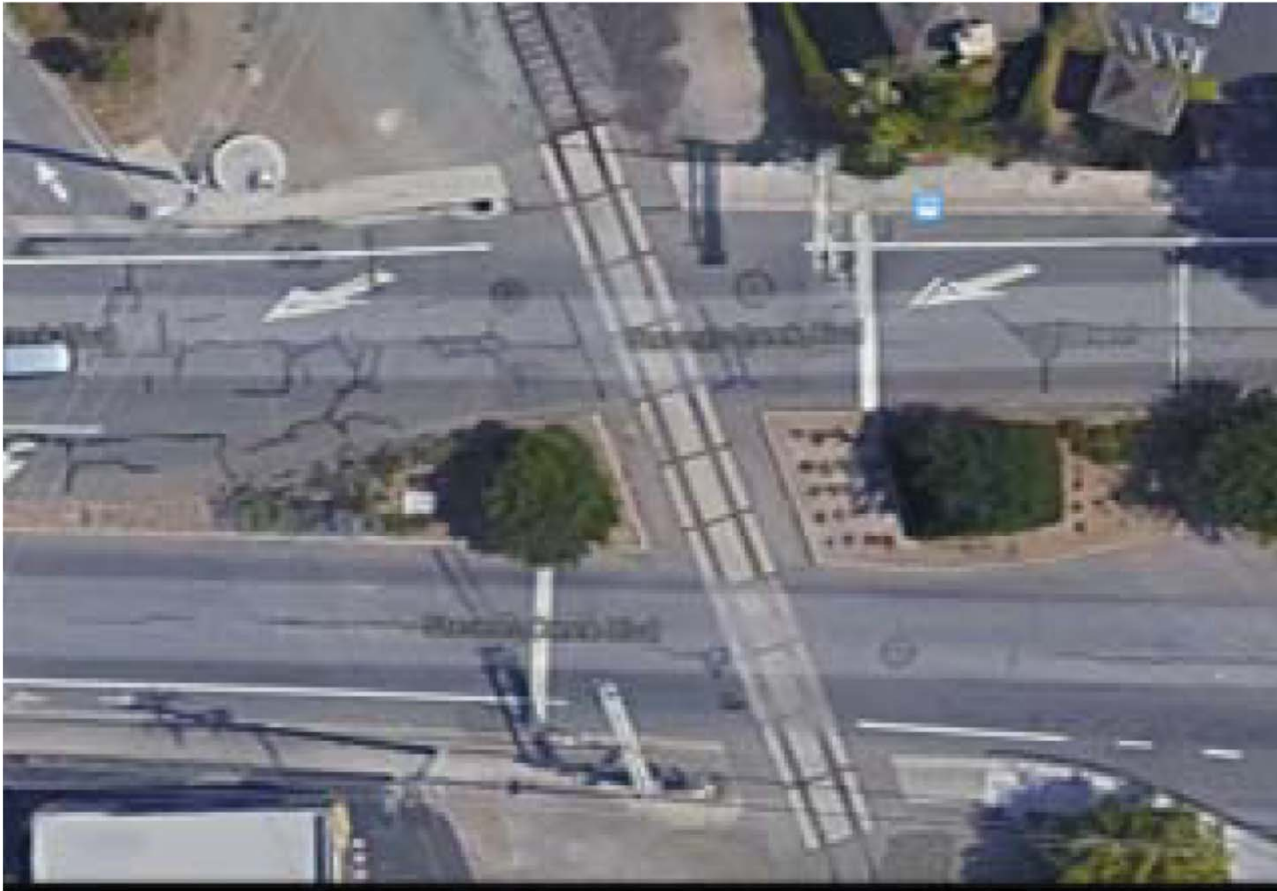
Supplement to Comment #827

Name: Kim Hall



Supplement to Comment #863

Name: Kathleen Cordova



Supplement to Comment #866

Name: Bruce England



Supplement to Comment #866

Name: Bruce England



Mountain View Coalition for Sustainable Planning
Mountain View, CA 94041

June 10, 2015

Re: Support for extending the Stevens Creek Trail

Dear Working Group members, Council members, and Staff:

The Mountain View Coalition for Sustainable Planning (MVCSP) would like to express our support for extending the Stevens Creek Trail beyond its current stopping point south of Fremont Avenue to connect with the part of the trail that already exists south of Stevens Creek Boulevard.

The Stevens Creek Trail will serve the region optimally to the extent that it interconnects communities in the area. In the same way that road systems allow those driving to travel across distances without concern that the roads end at city limits, trails allow those walking and biking to enjoy the same convenience. It is this feature that is most important and essential through the proposed extension work.

We understand the concerns expressed about extending the trail. These concerns were raised also when the trail was established in Mountain View, and these concerns mostly or entirely abated once the trail was in place. As it exists today, it is widely viewed as a valuable asset for the city, both by those who use it frequently or only occasionally. Even for those who do not use the trail, it is something they can be proud of in their home town. It also helps to shift travel to walking and bicycling and to encourage people to leave their cars at home more often than they might otherwise. This shift improves health for those using the trails and for all through reduced greenhouse-gas emissions in the region.

For the extension design, we favor what the Friends of the Stevens Creek Trail supports, which includes:

- An initial extension from the trail's current stopping point south to Fremont Avenue along the creek (similar to how much of the trail exists in Mountain View today)
- A bridge over Fremont Avenue to connect the trail to Bernardo Avenue
- A dedicated, separated bicycle path on Bernardo between Fremont and Homestead Road with sidewalks retained for pedestrian needs
- Use of existing streets between Bernardo and Stevens Creek Boulevard where the trail could connect to the existing trail at that point in Cupertino

We do thank you for the work you are doing on this project, and we look forward to the outcome of the project trusting that it will result in the extension that many of us in the community are anticipating.

Supplement to Comment #866

Name: Bruce England

Thank you for the opportunity to comment.

Sincerely,



Bruce England

on behalf of the Mountain View Coalition for Sustainable Planning

About Mountain View Coalition for Sustainable Planning

The Mountain View Coalition for Sustainable Planning is a group of local volunteers—comprised of over 70 members—dedicated to making Mountain View as beautiful, economically healthy, transit, bicycle, and pedestrian accessible, and affordable as possible. MVCSP member interest and expertise covers areas such as housing, transportation, the environment, the economy, and beyond!

For more information, see <http://www.mvcsp.org>.

To contact us, send email to mvcsp.info@gmail.com.

Supplement to Comment #896

Name: Valerie Armento

Let's not wind up doing something like this with regard to SCT

Expensive Bay Bridge bikeway to be razed for permanent path



Brant Ward / The Chronicle 2013

Bicyclists try out the temporary, half-mile-long path on the eastern span of the Bay Bridge on opening day in September.

The Bay Area Toll Authority spent \$9.4 million to build a temporary entrance so the Bay Bridge's bike path could be ready when the new eastern span opened to traffic in September.

And now — after less than seven months — the half-mile-long connector is being torn down to make way for a new, permanent gateway.

That puts the cost to provide temporary bike and pedestrian access to the bridge at about

MATIER & ROSS



\$47,000 a day.

Metropolitan Transportation Commission chief **Steve Heminger** says the cost was higher than expected, but nonetheless defended the spending.

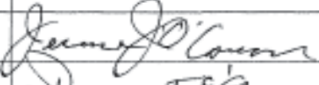
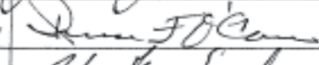

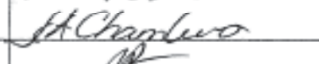




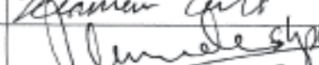

"This bridge has always been about access for all kinds of travel modes, not just automobiles," he said. "And if we were going to get cars on the bridge by Labor Day, then why shouldn't we get bikers and

M&R continues on C3

Supplement to Comment #898

Name: Angela Huang


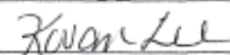

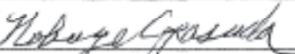






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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	Jerome O'Connor		
3/15/13	Isma O'Connell		
3/15/13	HANK CHAMBERS		
3/15/13	JUDY CHAMBERS		
3/15/13	ANA M. PABA		
3/15/13	Jennifer Mitchell		
3/15/13	Garrick Mitchell		
3/15/13	SHARANJIT GILL		
3/15/13	Karnveer Gill		
3/15/13	Vaishali Deshpande		

Supplement to Comment #898

Name: Angela Huang

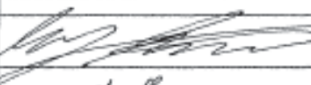


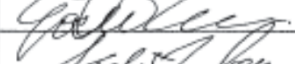

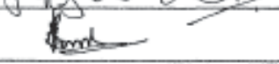
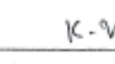
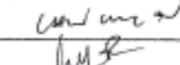


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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/16/13	WILLIE LEE		
3/16/13	KAIAN LEE		
3/16/13	Merrilee Edgar		
3/16/13	NOBUYU YASUDA		
3/16/13	KENNETH YASUDA		
3/16/13	MARIA ELIZABETH OBLIGES		
3/16/13	Barbara Shuey		
3/16/13	CHERYL TURNER		
3/16/13	Andrew Jiang		
3/16/13	Kristina Gibbs		

Supplement to Comment #898

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/17/13	GARY FRANCESCO		
3/17/13	REBECCA TOI HUNG LEE		
3/17/13	Ken Hanamoto		
3/17/13	Yoshiko Nemura		
3/17/13	Kyohei Nemura		
3/17/13	PRAVEEN SWAMI		
3/17/13	RAMAJYER RAMESH		
3/17/13	USHA KESAVARAMAN		
3/17/13	MEI FUN CHAN		
3/17/13	ANUP RAMESH		

Supplement to Comment #898

Name: Angela Huang


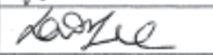
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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/17/13	Daniel Tam		
3/17/13	Amy Tam		
3/17/13	ROBERT EDGAR		
3/17/13	Abebe Merdassa		
3/17/13	Jungso Salas		
3/17/13	David J. Kordowski		
3/17/13	Matt Guillory		
3/17/13	Britter Guillory		
3/18/13	Maureen Bensing		
3/18/13	Hugh Harris		

Supplement to Comment #898

Name: Angela Huang



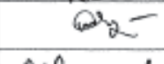
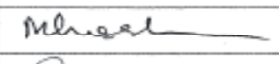


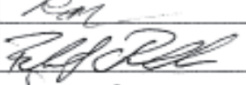
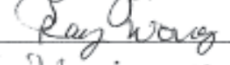
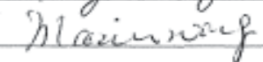
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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/16/13	Christine Choi		
3/16/13	Shin John Choi		
3/16/13	KEITH RUIE	Keith Rui	
3/17/13	Brian Holt		
3/17/13	Darra Lee		
3/18/13	Jay Lee		
3/18	Peiling Lee		
3/18	DANETTE LEE		
3/18/13	ANN RUIE	Ann Rui	
5/18/13	Darianne Kagioglu	Darri Kagioglu	

Supplement to Comment #898

Name: Angela Huang




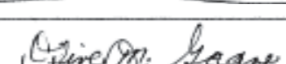


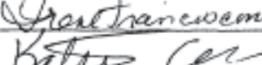
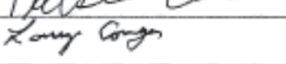


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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	Sharon Koay		
3/15/13	ASHISH AGARWAL		
3/15/13	NINA MENTA		
3/15/13	CHANDRA MADDIPATI		
3/15/13	Joan Macias		
3/15/13	Ron Macias		
3/15/13	ROBERT ROBBINS		
3/16/13	JENNY HONG		
3/16/13	RAY WONG		
3/16/13	MARIAN WONG		

Supplement to Comment #898

Name: Angela Huang

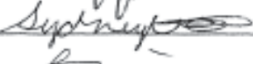
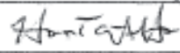
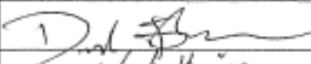
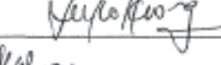

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/2013	Angela Huang		
3/15/2013	Tz-Yi Jiang		
3/15/2013	Grace Mondaci		
	Olive M. Gagne		
3/15/13	OLIVE GAGNE		
3/15/13	MARK GRBS		
3/15/13	STEPHAN KARRAS		
3/15/13	Irene Francisconi		
3/15/13	KATSUE CONGER		
3-15-13	LARRY CONGER		

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/2013	KWAN YAP		
3/15/2013	SYDNEY LIEU		
3/16/2013	Ling Liu		
3/16/2013	Kairong Hu	Hu, Kairong	
3/16/2013	Renzhong Liu	Liu, Renzhong	
3/17/2013	HON TAT HO		
3/20/2013	DAVID ISHIMARU		
3/23/2013	KOK K. LEE		
3/24/2013	PATRICIA KALISH		

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/15/13	PAMELA LAPIERRE	<i>Pamela LaPierre</i>	
3/18/13	Rachel LaPierre	<i>Rachel LaPierre</i>	
3/18/13	Melissa LaPierre	<i>Melissa LaPierre</i>	
3/18/13	Chris LaPierre	<i>Chris LaPierre</i>	
3/18/13	THOMAS LAPIERRE	<i>Thomas LaPierre</i>	
3/24/13	Maya Binkovich	<i>Maya Binkovich</i>	
3/24/13	Henry Smarkov	<i>Henry Smarkov</i>	

Supplement to Comment #898

Name: Angela Huang

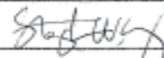
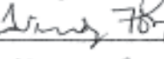
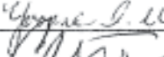
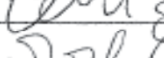
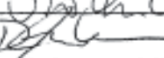
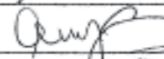


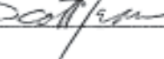

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/28	HOLON FAENTAN	Holon Faentan	
3/28	HOM DAVE	HOM DAVE	
3/28	RANDALL EHLERS	Randall Ehlers	
3/28	YAIR DROR	YAIR DROR	
3/28	Suzanne Spence	Suzanne Spence	
3/28	Retro Lee	Retro Lee	
3/28	Cung Lee	Cung Lee	
3/28	CHRIS Sherman	CHRIS Sherman	
4/2/13	CLARK P. ENGLISH	CLARK P. ENGLISH	
4/2/13	Cardelia A English	Cardelia A. English	

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/27/13	Steve Fong		
3/27/13	Wendy Fong		
3/27/13	Yvonne Westre		
3/27/13	CHRIS GEORGE		
3/27/13	Juochun Chen		
3/27/13	Doug McCatcha		
3/27/13	Alan Au		
3/27/13	max li		
3/27/13	Stephen Sanchez		
3/27/13	SCOTT YAMAN		

Supplement to Comment #898

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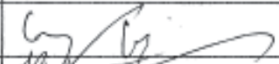






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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23	KURT E. WAMPLER	<i>Kurt E. Wampler</i>	
3/23	GEORGE RICHTERMAN	<i>George Richterman</i>	
3-23	S. YAMASAKI	<i>S. Yamasaki</i>	
3/23	D. LaRue	<i>D. LaRue</i>	
3/23	S. Latorse	<i>S. Latorse</i>	
3/23	Ruthi Abiel	<i>Ruthi Abiel</i>	
3/23	Barry Sunderland	<i>Barry Sunderland</i>	
3/23	Mangani Patel	<i>Mangani Patel</i>	
3/23	Mukta Verma	<i>Mukta Verma</i>	
3-23	ABBAS ABECTORABI	<i>A. Abectorabi</i>	

Supplement to Comment #898



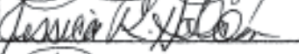


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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/26	George Richbourg		
3/26	Rachael Spylerman		
3/26	Tetty Rupte		
3/26	Marianne Hill		
3/26	Rebecca Williams		
3/26	Sumona Ghosh		
3/26/13	Weather Samson		







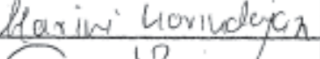
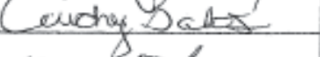


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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/13	LuAnne Graves		
3/30/13	Deb Saltzman		
3/30/13	Jessica Holden		
3/31/13	Rebecca LaBerna		
3/31/13	Thomas Holden		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23/2013	Robert Given		
3/24/2013	WILLIAM F. CARPENTER		
3/24/2013	GEWYN M. CARPENTER		
3/24/2013	Scott Dwyer		
3/24/2013	ED BOYEA		
3/24/2013	MIKE DWYER		
3/24/13	HARINI GO		
3/26/13	AUDREY BATES		
3/26/13	GARY TAHARA		
3-24-13	Neil Parry		

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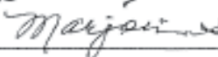
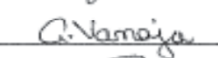


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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/22/13	Rose Wu	Rose Wu	
3/22/13	Robert Lan	Robert Lan	
3-23-13	Jack Greenbaum	Jack Greenbaum	
3-23-13	JOHN BAILEY	John Bailey	
3-23-13	Roberta Bailey	Roberta Bailey	
3-23-13	Lisa Fwu	Lisa Fwu	
3-23-13	Jong-Kae Fwu	Jong-Kae Fwu	
3-24-13	Joyce Wang	Joyce Wang	
3-24-13	Andrew Chen	Andrew Chen	
3-24-13	Donna Greenbaum	Donna Greenbaum	

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3-24-13	ROUGEYAR PARRY		
3/24/13	Derek Sato		
3/24/13	Marjorie Street		
3/24/13	Varaja Guntz		
3/24/13	TZIRRA LITVIN		
04/02/13	RON ZINGER		

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/26/13	ELAINE ENOS	Elaine Enos	
3/26/13	WARREN ENOS	Warren Enos	
3/26/13	Mary Lynn Teter	Mary Lynn Teter	
3/26/13	J. H. Teter	J. H. Teter	
3/26/13	Stephen Ma	Stephen Ma	
3/26/13	Auni Ma	Auni Ma	
3/26/13	AUGEN BATES	Augen Bates	
3/26/13	CHRIS BOO	Chris Boo	
3/26/13	Tulan Tsao	Tulan Tsao	
3/26/13	AUN SCHWABECKER	Aun Schwabecker	

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DATE	PRINT NAME	SIGNATURE	ADDRESS
03/24	Lu Li	<i>Lu Li</i>	
3/24/12	Dorothy Miller	<i>Dorothy Miller</i>	
3/24/13	Kuan Soong	<i>Kuan Soong</i>	
3/24/13	Pati Steele	<i>Pati Steele</i>	
5/24/13	BILL WATHEN	<i>B. Wathen</i>	
3/24/13	James Wathen	<i>JAMES WATHEN</i>	
3/24/13	Gail Hoben	<i>Gail Hoben</i>	
3/24/13	Denise Tsang	<i>Denise Tsang</i>	
3/24	May Lili	<i>May Lili</i>	
3/24/13	Norm Dham	<i>Norm Dham</i>	

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/23/13	Kang Coyner	<i>Kang B Coyner</i>	
3/23/13	JOHN COYNER	<i>John Coyner</i>	
3/23/13	Michael Prestin	<i>[Signature]</i>	
3/23/13	Fred P Orrod	FRED P ORROD	
3/23/13	Leigh Trawtman	<i>L Trawtman</i>	
3/23/13	PHIL BERNSTEIN	<i>P. Bernstein</i>	
3/23/13	Marlene Bernstein	<i>M. Bernstein</i>	
3/23/13	Boon Tan	<i>[Signature]</i>	
3/23/13	AG Bergendahl	<i>AG Bergendahl</i>	
3/24/13	K. NEWBY	<i>[Signature]</i>	

Supplement to Comment #898





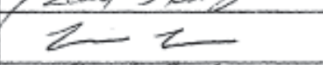

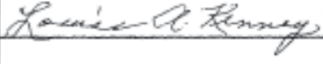

Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
03/23/2013	Ke Pan	<i>Ke Pan</i>	
3/23/13	Sharon Lawerda	<i>Sharon Lawerda</i>	
3/23/13	Chen-Hsun, Chiang	<i>Chen-Hsun, Chiang</i>	
3/23/13	Julie Jurcich	<i>Julie Jurcich</i>	
3/23/13	Elizabeth Randall	<i>Elizabeth Randall</i>	
3/23/13	KENJI SUGIYAMA	<i>Kenji Sugiyama</i>	
3/23/13	Mamiko Sugiyama	<i>Mamiko Sugiyama</i>	
3/23/13	RAJIV TAVJI	<i>Rajiv Tavji</i>	
3/24/13	Derek McCaw	<i>Derek McCaw</i>	
3/24/13	MONICA DETCU	<i>Monica Detcu</i>	

Supplement to Comment #898
Name: Angela Huang

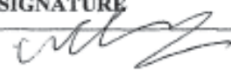
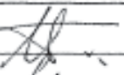




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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/20	Mark McLaughlin		
3/20	Janet McLaughlin		
3/20	Don McLaughlin		
3/21	Jim Marston		
3/27	Bob Kinney		
3/28	LANCE R NELSON		
3/28	Amanda K Nelson		
3/28	Louise A. Henney		

Supplement to Comment #898

Name: Angela Huang


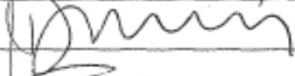
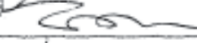
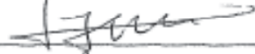
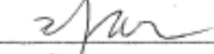
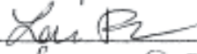
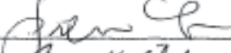



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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/3/13	WILLIAM Lu		
10/5/13	Ahmed cheuna	A.cheuna	
10/5/13	Conilyn Clapp		
10/5/13	Corey William		
10/5/13	MOLANGA Chau		
10/5/13	TARIMANE sch.		
10/5/13	Janis Knudson	Janis M. Knudson	
10/5/13	Michael Yu	Michael Yu	
10/5/13	Jie Qian		

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/5	HAILIANG TANG		
10/5	Andrea Ong		
10/5	Junwei Zhou		
10/5	Jueun Lee		
10/5	Yanguan La		
10/5	LORI FRATELLO		
10/5	Patty Lee		
10/5	Neil Yehide		
10/5	Ashish Parkhalkar		
10/5	Rashmi Parkhalkar		

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/26/13	Jinwen Xi	<i>Jinwen Xi</i>	
10/26/13	Xiaohu Chen	<i>Xiaohu Chen</i>	
10/5/13	ANDREW LAM	<i>Andrew Lam</i>	
10/5/13	HANG NGUYEN	<i>Hang Nguyen</i>	
10/5/13	Guy Piled	<i>Guy Piled</i>	
11	BOB MURRAY	<i>Bob Murray</i>	

Supplement to Comment #898






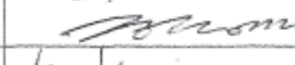
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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-11-13	ROSALIE SANEZ	Rosalie	
10-11-13	Saile Naker	Saile Naker	
10/11/13	Quang Nguyen	Quang Nguyen	
10/11/13	Hyo Shick Kim	Hyo Shick Kim	
10/11/13	Tibarcio Garcia	Tibarcio Garcia	
10/11/13	Vanya Boyn	Vanya Boyn	
10/11/13	Dimitar Boyn	Dimitar Boyn	
10/11/13	Angela Huang	Angela Huang	
Oct 11, 2013	AGNES HAYMORE	Agnes Haymore	
10/11/13	Rutna Khare	Rutna Khare	

Supplement to Comment #898
Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-11-13	Yuen Yang Hsu Che		
10/11/13	Norman Lome		
10/11/13	B. Shukla		
10/11/13	H. Khavari		
10/11/13	Kyeongmin Kim		
10/11/13	Mahshid Keikha		
10/11/13	MARTIN HERBERA	MH	

Supplement to Comment #898
Name: Angela Huang





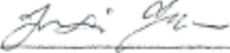
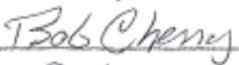

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10/10/13	DORA LIU	<i>Dora Liu</i>	
10/10/13	Ten Nan Chang	<i>Ten Nan Chang</i>	
10/10/13	Yu Lan chenghao	<i>Yu Lan chenghao</i>	
10/10/13	LIANG DONG	<i>Dong Liang</i>	
10/10/13	OK Choi	<i>Ok Choi</i>	
10/10/13	C. Ling	<i>C. Ling</i>	
11/10/13	SZE YING CHAN	<i>Sze Ying Chan</i>	

Supplement to Comment #898

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DATE	PRINT NAME	SIGNATURE	ADDRESS
10-30-13	AI-CHUN CHU Lily		
10-30-13	Raymond Ng		
10-30-13	Sam Lau		
10-30-13	Domina Wang		
10-30-13	Jinxia Guo		
10-30/13	Bob Cheney		
10-30/13	Jett Nui		

Supplement to Comment #898
Name: Angela Huang

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DATE	PRINT NAME	SIGNATURE	ADDRESS
5/11/13	LLOYD L CLARK	<i>Lloyd Clark</i>	
5/11/13	Russ Cote	<i>Russ Cote</i>	
5/12/13	Angela Kendall	<i>Angela Kendall</i>	
5/13/13	Sonya Lee	<i>Sonya Lee</i>	
5/13/13	ARIT KALINSKY	<i>Arit Kalinsky</i>	
5/13/13	Rachel Kama	<i>Rachel Kama</i>	
5/13/2013	Bilha Ram	<i>Bilha Ram</i>	
5/14/2013	JOAN HERDOLIA	<i>Joan Herdolia</i>	

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DATE	PRINT NAME	SIGNATURE	ADDRESS
3/30/13	NANCY PHAN	Nancy K. Phan	
3/30/13	Jenny Phan	Jenny Phien	
3/30/13	MY PHAN	My P. Phan	
4/2/13	Tony Castillo	Tony Castillo	

5
15
25

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

PETITION TO THE CITY OF LOS ALTOS

WHEREAS: We, residents of Los Altos, desire the City to uphold the city's general plan, preserve and to "maintain the semi-rural appearance as a desired quality", and take all possible steps to preserve and enhance the identity and unique character of Los Altos' residential communities.

WE, THE UNDERSIGNED, HEREBY PETITION the City of Los Altos and the City Council:

- to adopt a policy to assure that neighborhood residential streets will not be repurposed and considered for multi-use trails, unless more than 75% of the affected neighborhood residents support the change.
- to immediately cease any further expenditure of public funds and city staff resources on the Stevens Creek Trail until such time that the above policy may be in place.

We oppose plans to transform Los Altos residential streets into thoroughfares for regional trail projects.

SI No.	Printed Name	Signature	Address	Date
✓	Aram Darmanian	<i>Aram Darmanian</i>		8/4/13
✓	Jane Darmanian	<i>Jane Darmanian</i>		8/4/13
✓	EWA Recht	<i>EWA Recht</i>		8/4/13
✓	Margene Recht	MARGENE RECHT		8/4/13

*Don't
take
to the city*

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SI No.	Printed Name	Signature	Address	Date
✓	Brenda Blanchar	<i>Brenda Blanchar</i>		7-31-13
✓	Ghassan Tchelepi	<i>Ghassan Tchelepi</i>		7-31-13
-	Ryan Blanchar	<i>Ryan Blanchar</i>		7-31-13
✓	Donna Hicks	<i>Donna Hicks</i>		7-31-13

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SI No.	Printed Name	Signature	Address	Date
✓	LYDIA GORDON	<i>Lydia Gordon</i>		6/18/13
✓	Jim Ewan	<i>Jim Ewan</i>		6/18/13
✓	Sara Johnson	<i>Sara Johnson</i>		6/18/13
✓	Shawna Nash	<i>Shawna Nash</i>		6/18/13
✓	Marianne Poblens	<i>Marianne Poblens</i>		6/18/13
✓	Marissa Levy	<i>Marissa Levy</i>		6/18/13
✓	TARUNAK HANNA	<i>Tarunak Hanna</i>		6/18/13
✓	JOE FOLEY	<i>Joe Foley</i>		6/18/13

SI No.	Printed Name	Signature	Address	Date
✓	MATTHEW LEE	<i>[Signature]</i>		6/18/13
✓	Janis Schmidt	<i>[Signature]</i>		6/18/13
✓	Shuoping Lu	<i>[Signature]</i>		6/18/13
✓	Robyn Budelli	<i>[Signature]</i>		6/18/13
✓	Gayatri Badrin	<i>[Signature]</i>		6/18/13
✓	Kristi Waterland	<i>[Signature]</i>		10/18/13
✓	Larry Waterland	<i>[Signature]</i>		10/18/13
✓	Jack Budelli	<i>[Signature]</i>		6/18/13
✓	Jiemin Chuang	<i>[Signature]</i>		6/18/13
✓	Chris Cheng	<i>[Signature]</i>		6/18/13
✓	ALFRED HUANG	<i>[Signature]</i>		6/18/13
✓	Nancy Gruspe	<i>[Signature]</i>		6/18/13
✓	Louise Horkay	<i>[Signature]</i>		6/18/13

PETITION TO THE CITY OF LOS ALTOS


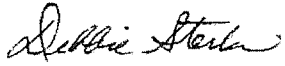
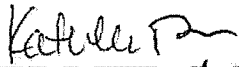

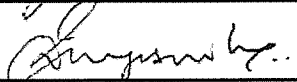
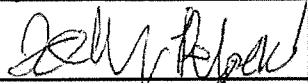
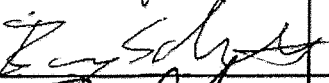

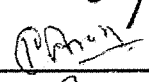
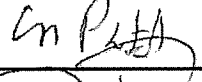
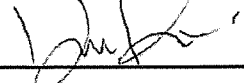


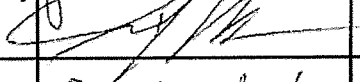
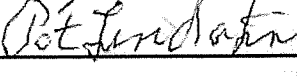
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SI No.	Printed Name	Signature	Address	Date
✓	NOREEN B. MILLER	Noreen B. Miller		6-18-13
✓	Corinne Wayshak	[Signature]		6/19/13
✓	MIKE DAUTEL	Mike Dautel		6-18-13
✓	Geoffrey Daffron	[Signature]		"
✓	DAVID ARMITAGE	David Armitage		6/18/13
✓	Barbara Kuhn	Barbara Kuhn		6/18/13
✓	MIKE TORRES	M. Torres		6/18/13
✓	Francisco Moyer	[Signature]		6/18/13

SI No.	Printed Name	Signature	Address	Date
✓	OTTO STERBA			6/18/13
✓	DEBBIE STERBA			6/18/13
✓	Kathleen Torres			6/18/13
✓	Evyatar Belson			6/18/13
✓	Divya Ghatak			6/18/13
✓	John Rebagliati			6/18/13
✓	Randy Schwartz			6/18/13
✓	BLANNE FLECKNER			6/18/13
✓	KALPANA ARON			6/18/13
✓	C.N. PATEL			6/18/13
✓	David Pariseau			6/18/13
✓	Ramh Shah			6/10/13
✓	Jenna Moore			6/18/13
✓	David Moore			6/18/13
✓	PAT LINDAHN			6-18-13




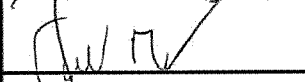
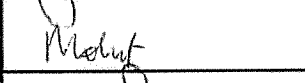
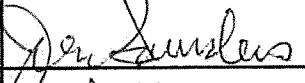


PETITION TO THE CITY OF LOS ALTOS


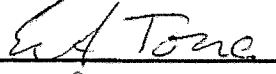
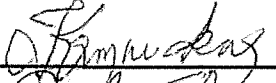

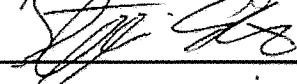


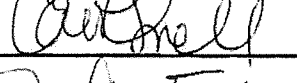

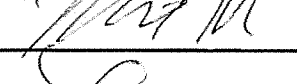
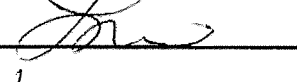
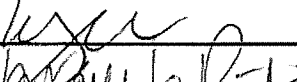
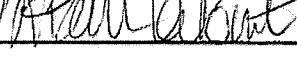
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SI No.	Printed Name	Signature	Address	Date
✓	K. ALBRECHT			6/18/13
✓	Deborah Greenwood			6/18/13
✓	Carl Armitage			6/18/13
✓	Fred Barriger			6/18/13
✓	MOHIT ARON			6/18/13
✓	Jon Saunders			6/18/13
✓	Francois Moja			6/18/13
✓	Tamar Belson			6/18/13

SI No.	Printed Name	Signature	Address	Date
✓	Christopher Hansen			6/18/13
✓	ERIK TORRES			6/18/13
✓	KIRAN MUNDKUR			6/18/13
✓	JOANN SCHLARTZ			6/18/13
✓	Stephanie Schwartz			6/18/13
✓	JANE BABICZ			6/18/13
✓	JEFF WALDMAN			6/18/13
✓	Carol Snell			6/18/13
✓	Jo Ann Foley			6/18/13
✓	MARTIN CHIAN			6/18/13
✓	LINDA TSAO			6/18/13
✓	Wes Mitchell			6/18
✓	Susan Labonte			6/18

PETITION TO THE CITY OF LOS ALTOS


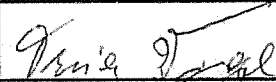
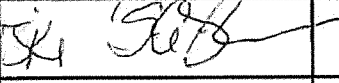

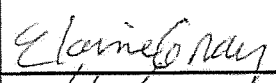

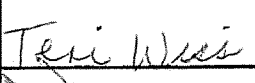
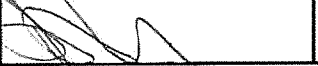
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SI No.	Printed Name	Signature	Address	Date
✓	KARL WIDL			6/18/13
✓	TRUDY WIDL			6/18/13
✓	SHARYN SKUDNISKI			6/18/13
✓	Steven Chin			6/18/13
✓	Elaine Gray			6-18-13
✓	STEVE NEWTON			6-18-2013
✓	Teri Wiss			6/18/13
✓	DESMOND NOLAN			6/18/13

SI No.	Printed Name	Signature	Address	Date
✓	NANCY PHAN	Nancy K. Phan		6/18/13
✓	MARY McDONALD	Mary McDonald		6/18/13
✓	JOE McDONALD	Joe McDonald		"
✓	SURYA GANTI	Surya Ganti		6/18/13
✓	Brian Tully	Brian Tully		6/18/13
✓	Tran To	To		6/18/13
✓	VIKRANT KASAPURBADI	Vikrant K		6/18/13
✓	TANNIA BINOJARAJ	Tanna B		6/18/13
✓	Laurel Iverson	Laurel Iverson		6/18/13
✓	JOAN WILLIAMS	Joan Williams		6/18/13
✓	Charleen Cheng	Charleen Cheng		6/18/13
✓	Thomas Osmiston	Thomas Osmiston		6/18/13
✓	Bushna Kumar	Bushna Kumar		6/18/13

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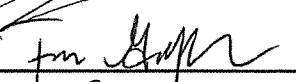

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✓	Gus Sanchez	<i>Gus Sanchez</i>		6/18/13
✓	Chris Cheng	<i>Chris Cheng</i>		6/18/13
✓	Arthur Abrams	<i>Arthur Abrams</i>		6/18/13
✓	STAN CHOW	<i>Stan Chow</i>		6/18/13
✓	Katherine Katz	<i>Katherine Katz</i>		6/18/13
✓	Linda Odell	<i>Linda Odell</i>		6/18/13
2 lines ✓	Gerrit & Monika	<i>Gerrit & Monika</i>		6/18/13
✓	SOMSHANKAR DAS	<i>Somshankar Das</i>		6/18/13.
✓	Mark Weeks	<i>Mark Weeks</i>		6/18/13

SI No.	Printed Name	Signature	Address	Date
	GRACE SUI			6/18/13
	Tim Gallagher			6/18/13
	RONNIE OSBORNE			6/18/13

✓
✓
✓

PETITION TO THE CITY OF LOS ALTOS

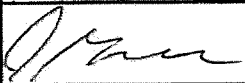
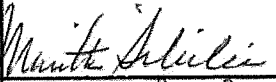

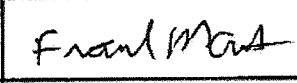
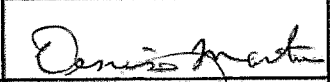



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SI No.	Printed Name	Signature	Address	Date
✓	John Graves			7/18/2017
✓	MARIETTA SIBILIA			7/18/13
✓	Radha Kanckal			7/12/13
✓	FRANK MARTIN			7/18/13
✓	Denise Martin			7/18/13
✓	ANDREW STEELE			7/18/13
✓	Nancy Claunch			7/18/13
✓	LuAnne Graves			7/18/13

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SI No.	Printed Name	Signature	Address	Date
✓	gheda sahyun			7/18/13.
-	Diana Wang			7/18/13
✓	Victoria Wang			7/18/13
✓	CARL CLAWETT			7/18/13
✓	CARA PUGH			7/18/13
✓	AMIT SANJAL			7/18/13.

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SI No.	Printed Name	Signature	Address	Date
✓	Winifred Chow	Winifred Chow		6-18-13
✓	Diana Wong	[Signature]		6/18/13
✓	G. SPARACO G. Sparaco	G. Sparaco		6-18-13
✓	Jack Tulte	J. Tulte		6/18/13
✓	Jim Zheer	[Signature]		6/18/13
✓	JIM KEPA	[Signature]		6/18/13
✓	Carol Reinhardt	Carol Reinhardt		6/18/13
✓	Mary Ann Luce	MARY ANN LUCE		6/18/13



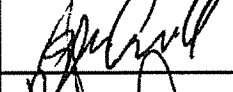
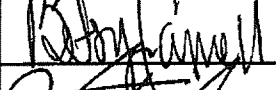
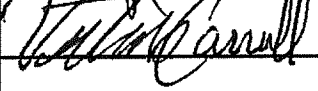
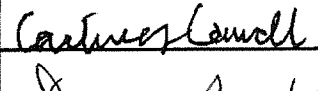

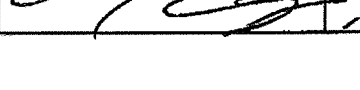
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	JUNE CHENG			7/20/13
	CHARME CHENG			7/20/13
	GARY CARROLL			7-20-13
	BETSY CARROLL			7-20-13
	VICTORIA CARROLL			7-20-13
	COURTNEY CARROLL			7-20-13
	Deanna Gustavson			7/21/13
	MICHAEL EIGER			7/22/13

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✓	AVRAHAM SCHLANTZ	<i>A. Schlantz</i>		6/18/13
✓	Lillian Chou	<i>Lillian Chou</i>		6/18/13
✓	Kevin Coarons	<i>K. Coarons</i>		6/18/13
✓	Angela Coarons	<i>A. Coarons</i>		6/18/13
✓	Kathy McGovern	<i>Kathy McGovern</i>		6/18/13
✓	GILBERT LEUNG	<i>Gilbert Leung</i>		6/18/13
✓	RITA MITCHELL	<i>R. Mitchell</i>		6/18/13
✓	Florence Lin	<i>F. Lin</i>		6/18/13

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✓	Laura Cline	<i>Laura Cline</i>		6/18/13
✓	George Cline	<i>George Cline</i>		11
✓	Clifford Reinhardt	<i>Clifford Reinhardt</i>		6/18/13
✓	Jian Jiang	<i>Jian Jiang</i>		7/13/13
✓	M. Rizkalla	<i>M. Rizkalla</i>		7/13/13
✓	Galen Hu	<i>Galen Hu</i>		7/13/13
✓	ARIZ NARVI	<i>Ariz Narvi</i>		7/13/13
✓	FRED ONG	<i>Fred Ong</i>		7/13/13

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rdly


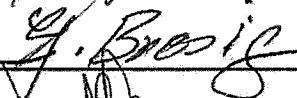
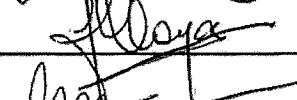

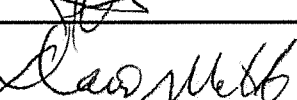
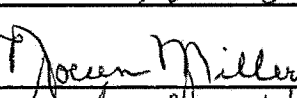


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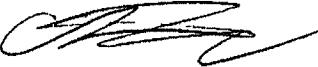




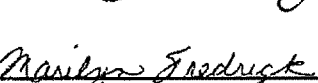
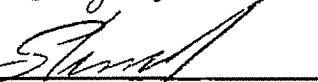
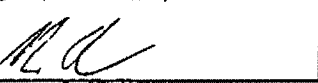



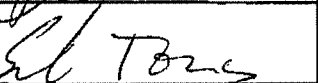
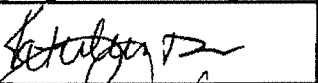
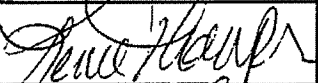
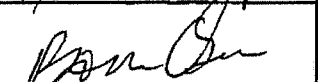
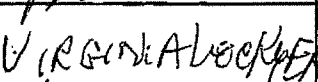

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✓ 1	KARL FLBRECHT			7/4/13
✓ 1	Gerden BROSIET			7/5/13
✓	Francois MOYA			8/10/13
✓	Francoise Moyr			8/10/13
✓	BRYAN KATIS			8/10/13
✓	Dave Miller			8-10-13
✓	MOREEN MILLER			8-10-13
✓	Loretta Elbrecht			8-10-13

1946

SI No.	Printed Name	Signature	Address	Date
✓	Ahmed Qureshi			8/11/13
✓	Glenn McGhee			8/10/13
✓	Shawn Eberhardt			8/10/13
✓	Kevin Cearns			8/10/13
✓	Ron Fredrick			8/10/13
✓	MARILYN FREDRICK			08-10-13
✓	Steve Bogart			08/10/13
✓	Mark Choo			8-10-13
✓	Aki Tomita			8/10/13
✓	Frank Johnson			8/10/13
✓	Dhawal Mezinane			8/10/13
✓	ERIK TORRES			8/10/13
✓	Kathleen Torres			8/10/13
✓	RENEE THOMPSON			8-10-13
✓	BONNIE OSBORNE			8/10/13
✓	Bergina Lockyer			8/10/13
✓	Diana Graham			8/10/13

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	Lisa Newton	Lisa Newton		8/6/13
	Rachel Stahl	Rachel Stahl		8/6/13
	Pamela Lynch	Pamela Lynch		8/6/13
	Henryk Szejnowski	Henryk Szejnowski		"
	George Mulhern	George Mulhern		8-6-13
	ARNOLD LAWTON	Arnold Lawton		8-9-13
	Roberta Robertson	Roberta Robertson		8-10-13
	Frank Robertson	Frank Robertson		8/16/13

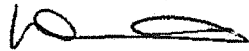
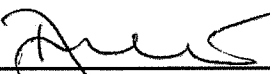
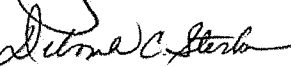

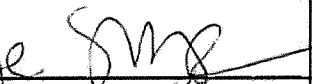


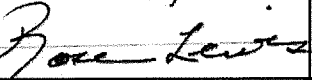
PETITION TO THE CITY OF LOS ALTOS

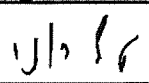

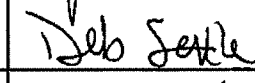
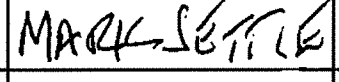
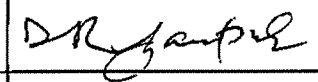
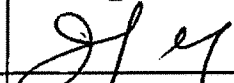

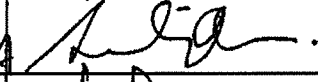
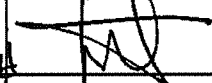
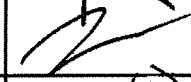


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SI No.	Printed Name	Signature	Address	Date
	LESLEY WILLIAMS			7/31/13
	RYAN WITT			11
	DEBORAH STERBA			8/1/13
	OTTO STERBA			8/1/13
	Susan Stranbridge			8/4/13
	James N. Stranbridge			8/4/13
	SHERWIN LEWIS			8/4/13
	Rose Lewis			8/4/13

SI No.	Printed Name	Signature	Address	Date
	RONY TAL			8.4.2013
	Jane Pollard			8/4/13
	Deb Settle			8/4/13
	Mark Settle			8/4/13
	DILIP GANPUL			8/4/13
	JEN TANG			8/4/13
	TARUNA KHANNA			8/4/13
	SANDEEP KHANNA			8-4-2013
	Jennifer Ramprasad			8/4/13
	Jrm Snel			8/4/13
	yoko Onaga			8/10/13
	Eimei ONAGA			8/10/13

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✓	ANTHONY ABRAMS			15 8/9/13
✓	ANNE ABRAMS			5/9/13
✓	GARALD SIKORA			8/9/13
✓	TOBY M. SIKORA			8/9/13
✓	Crystal Wilf			8/9/13
✓	Marilyn Sokoboff			8/9/13
✓	Margot Gordon			8/9/13
✓	Ursula Shultz			11

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SI No.	Printed Name	Signature	Address	Date
✓	HINES- BEVERLY CABALLERO	<i>B. Caballero</i>		13 AUG. '13
✓	Jennifer Caballero	<i>Jm Caballero</i>		Aug 13, 2013

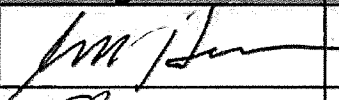

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SI No.	Printed Name	Signature	Address	Date
✓	Gregory Hura			8/8/13
✓	Phyllis Hura			8/8/13


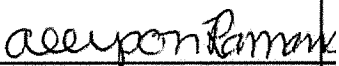
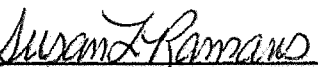
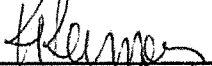
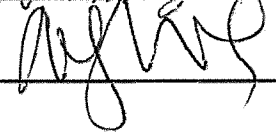
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✓	ED RAMANS			8/4/13
✓	ALYSON RAMANS			8/4/13
✓	Susan Ramans			8/4/13
✓	Kerrie Ramans			8/4/13
✓	ANDY RAMANS			08.04.13

✓ 8/12

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SI No.	Printed Name	Signature	Address	Date
✓	MARY HELEN EWAN	<i>Mary Helen Ewan</i>		8/12/2013
✓	James Ewan	<i>J Ewan</i>		8/12/2013

not 0110
(Chris)

dlg

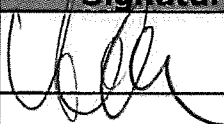
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SI No.	Printed Name	Signature	Address	Date
✓	WADA KEVIN			7-31-13

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SI No.	Printed Name	Signature	Address	Date
✓	Robbin Kawabata	<i>Robbin Kawabata</i>		8/10/2011
✓	CARL S. GUTEXUNST	<i>Carl S. Gutekunst</i>		
✓	JOHN M. FRIER JR	<i>John M. Frier Jr</i>		8/10/2013
✓	JOE MITRO	<i>Joe Mitro</i>		8/10/2003
✓	Gene J Tankersley	GENE TANKERSLEY		8/10/13
✓	MARY JO AN TANKERSLEY	<i>Mary Jo Tankersley</i>		8/10/13
✓	AMIT SANYAL	<i>Amit Sanyal</i>		8/10/13
✓	SURI NARAYANAN	<i>Suri Narayanan</i>		8/10/13

6061 -

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SI No.	Printed Name	Signature	Address	Date
✓	AMY PENG	<i>Amy Peng</i>		8/3/13
✓	ASTER PENG	<i>Aster Peng</i>		"
✓	SHIEGEN PENG	<i>Shiegen Peng</i>		"
✓	Erin Swanson	<i>Erin Swanson</i>		8/3/13
✓	Joe Swanson	<i>Joe Swanson</i>		8/3/13
✓	JERRY MURRAY	<i>Jerry Murray</i>		8/3/13
✓	Ramya Sundararajan	<i>Ramya</i>		8/3/13
✓	Waqar Shah	<i>W. Shah</i>		8/3/13

SI No.	Printed Name	Signature	Address	Date
v	Aliya Shah	Aliya		8/3/13
v	CHANG OH	Chang B. Oh		8/3/13
v	OKSUK OH	OkSuk Oh		8/3/13
v	Ellen St.	Ellen St.		8/11/13
v	SHARON HIATT	Sharon Hiatt		8/11/13
v	MICHAEL MOSEL	Michael Mosel		8/11/13

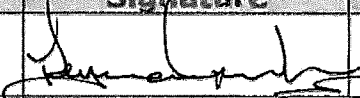
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SI No.	Printed Name	Signature	Address	Date
✓	Peyman Moslemy			08.04.13
✓	Azin Faghinasiri	A. Faghil		08.04.13
✓	Jennifer Flannery	Jennifer Flannery		8.4.13
✓	Sara ^{Johnson} Johnson	Sara Johnson		8-4-13
✓	David Johnson	David Johnson		8/4/13
✓	Britney Johnson	Britney Johnson		8/4/13
✓	Jennifer Silvers	Jennifer Silvers		04 Aug 2013
✓	Morgan Harney	Morgan Harney		8/4/13

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✓	PRASANTHI V.S.P. GANTI	<i>Prasanthi V.S.P. Ganti</i>		8/4/13
✓	Dana Levine	<i>Dana Levine</i>		8/4/13
✓	Kevin Wada	<i>Kevin Wada</i>		8/4/13
✓	MEHRDAD POURMAVAD	<i>Mehrdad Pourmavad</i>		8/4/13
✓	Maria C de Jarg	<i>Maria C de Jarg</i>		8/4/13
✓	Jing Yi Li	<i>Jing Yi Li</i>		8/4/13

✓ 2/29

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SI No.	Printed Name	Signature	Address	Date
✓	Ya Xu			8/1/2013
✓	Sharon Gold			8/1/2013
✓	Renato da Costa			8/1/13
✓	ROLAND DOW			8-1-13
✓	KATHLEEN DOW			8/1/13
✓	MIMI WU			8/1/13
✓	Shuoping Lu			8/1/13
✓	Jae-Min Xiao			8/1/13

✓ Jly

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SI No.	Printed Name	Signature	Address	Date
✓	ELIZABETH REEVES	<i>Elizabeth Reeves</i>		08/03/13
✓ 2	Bruno and Marion Querret	<i>BQ</i>		08/03/13
✓	Marie Alix	<i>MAlex</i>		08/03/13
✓	BRYAN KATLS	<i>Bryan Katls</i>		08/3/13
✓	Amanda Aberg	<i>Amanda Aberg</i>		8/6/13
✓	Bello Schneider	<i>Bello Schneider</i>		8/6/13
✓	MARGARET G. HAHN	<i>Margaret D. Hahn</i>		8/6/13
✓	Andrea Eaton	<i>ANDREA EATON</i>		8/6/13

vdlg

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r	STEVE LOPEZ	<i>[Signature]</i>		8/10/13
r	Molly Morrison-Lopez	<i>[Signature]</i>		8-10-13

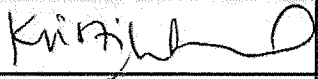


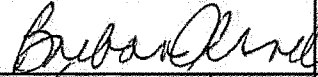
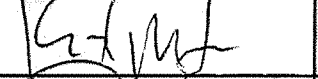
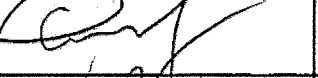
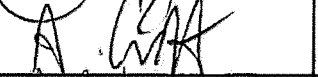
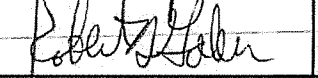
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✓	Kristi Nakano			8/1/13
✓	Alexandra Demartini			8/1/13
✓	Tom Arnoldussen			8/1/13
✓	BARBARA ARNOLDUSSEN			8/1/13
✓	Kenneth Mamitsuki			8/1/13
✓	Lorraine & TONY CROFT			8/1/13
✓	TONY CROFT			8/1/13
✓	Robert Galen			8-1-13

SI No.	Printed Name	Signature	Address	Date
✓	Pamela Galer	Pamela Galer		8/1/13
✓	Gill Stroder	G Stroder		8/1/13
✓	Molly Bell	Molly Bell		8/1/13
✓	MARTIN, FRANK	Frank Martin		8/1/13
✓	'Martin, Denise	Denise Martin		8/1/13
✓	Kurt Kucken	Kurt Kucken		8/1/13
✓	Jerry Weltz	Jerry Weltz		8/1/13
✓	Loren Weltzsch	Loren Weltzsch		8/1/13
✓	Maureen Lane	Maureen Lane		8/1/13
✓	AL LANE	Al Lane		8/1/2013
✓	Corinne Nohel	C. Nohel		8/1/13

2/19


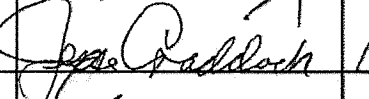


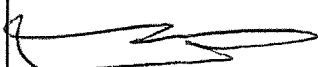

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SI No.	Printed Name	Signature	Address	Date
1	AMIT CHAUDHRY			8/18/13
2	JESSE CRADDOCK			8-18-13.
3	Amir Belson			8-26-13
4	Tamar Belson			8-26-13
5	Evyatar Belson			8-26-13
6	Itamar Belson			8-26-13

Vik. 5/2 vdlg


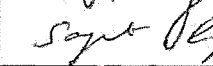

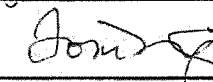
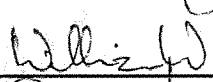

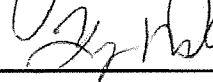
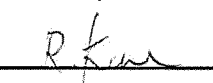
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SI No.	Printed Name	Signature	Address	Date
✓	Ed Holleran			9-15-13
✓	SANGEETA GUPTA			9-15-13
✓	Sabrina Benyammi			9-15-13
✓	Tom M'Guinness			9-15-13
✓	WILLIAM W. KING			9/15/13
✓	Joann Yates			9/15/13
✓	Kelly Chan			9/15/13
✓	Ric K Kane (Kane)			9/15/13

(over)

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SI No.	Printed Name	Signature	Address	Date
✓	Gordon Snediger	<i>Gordon Snediger</i>		9-16-13
✓	Eileen Cuzzi	<i>Eileen Cuzzi</i>		9-19-13
✓	Riza Ong	<i>Riza Ong</i>		9-19-13
	FRED ONG	<i>Fred Ong</i>		9-19-13

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SI No.	Printed Name	Signature	Address	Date
✓	JACLYN J. RUSCH	<i>Jaclyn J. Rusch</i>		8/27/13
✓	JANICE M TAYLOR	<i>Janice Taylor</i>		8/27/13
✓	Robert H. Taylor	<i>Robert H. Taylor</i>		LI
✓	Lisa Cox	<i>Lisa Cox</i>		8/27/13
✓	Evelyn Hu	<i>Evelyn Hu</i>		9/15/13
✓	DAVID L. GARLAND	<i>David L. Garland</i>		9/15/13
✓ <i>already signed</i>	John Fetter	<i>John Fetter</i>		9/15/13
✓	JEFF CUZZI	<i>Jeff Cuzzi</i>		9/19/13

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SI No.	Printed Name	Signature	Address	Date
✓	Craig Anthenkult	<i>Craig Anthenkult</i>		9/16/13
✓	Rosie Chiavari	<i>Rosie Chiavari</i>		✓
✓	ANTHONY TANTOSCA Anthony Tantosca	<i>Anthony Tantosca</i>		9/16/13
✓	THERESA TANTOSCA	<i>Theresa Tantosca</i>		9/16/13



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SI No.	Printed Name	Signature	Address	Date
✓	SARAH IER			9/22/2012
✓	Ken Motoyama			9/22/2013

vdlg


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SI No.	Printed Name	Signature	Address	Date
✓	Matthew Mahoffey			9-21-13

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SI No.	Printed Name	Signature	Address	Date
✓	E. A. ROL DRAGNY	<i>E. A. Dragony</i>		Aug 2
✓	B. A. DRAGONY	<i>B. A. Dragony</i>		"
✓	M. JONES	<i>M. Jones</i>		Sep 22
✓	Thomas Jones	<i>Thomas Jones</i>		Sep 22
✓	GEORGE VISAS	<i>George Visas</i>		Sep 22/2013
✓	Sustin Visas	<i>Sustin Visas</i>		9/22/13



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0	Danielle Yu			9/22/2013
1	Jack Ip			9/22/2013


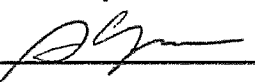
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SI No.	Printed Name	Signature	Address	Date
✓	Nancy Gruspe			9/22/13
✓	Arnie Gruspe			11





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SI No.	Printed Name	Signature	Address	Date
	Casey Shoopman			9-22-13
	Crystal Weiff			9-22-13
	Anne Abrams			9-22-13
	Arthur Abrams			9-22-13

rdly

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SI No.	Printed Name	Signature	Address	Date
✓	Don Garcia	<i>Don Garcia</i>		9-23-13
✓	Anthony Garcia	<i>Anthony Garcia</i>		9-23-13
✓	Kristy Garcia	<i>Kristy Garcia</i>		9-23-13
✓	Kristina Garcia	<i>Kristina Garcia</i>		9-23-13

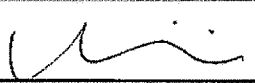




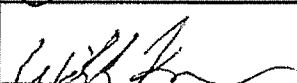
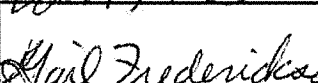
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✓	Maria Margaretich			9/21/13
✓	JUAN MARGARETICH			9/21/13
✓	Angela Kristovich			9/21/13
	James L. Herren	James L. Herren		
✓	James L. Herren			9/23/2013
✓	Georgia Krause			9/23/13
✓	Will Krause			9/23/13
✓	Gail Frederickson			9/23/13

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✓	RITA M. MITCHELL	<i>Rita M. Mitchell</i>		9/22/13
✓	Raquel Eulate	<i>Raquel Eulate</i>		9/22/13
✓	MANUEL EULATE	<i>Manuel Eulate</i>		9/22/13
✓	Kos Muzzer	<i>Kos Muzzer</i>		9/22/13
✓	GLAD BLACHF	<i>G M M</i>		9/22/13
✓	MIKE WEINSTEIN	<i>Mike Weinstein</i>		9/22/13
✓	Gail Hall	<i>Gail Hall</i>		9/22/13
✓	Kevin Kanning	<i>Kevin Kanning</i>		9/22/13

PETITION TO THE CITY OF LOS ALTOS

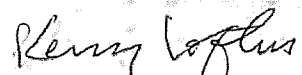

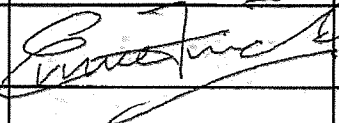
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SI No.	Printed Name	Signature	Address	Date
✓ 1	Kerry Loftus			9/23/13
✓ 2	SUNIC FRIDA			9/23/13
✓ 3	Ernest Frida			9/23/13

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✓	Florence Lin	<i>Florence Lin</i>		9/15/2013
✓	Bryan Huang	<i>Bryan Huang</i>		9/16/2017
✓	SARA LEE	<i>Sara Lee</i>		9/17/13

edg



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✓	DAVID HEAD			9/15/13
✓	SHARON HEAD			9/15/13

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✓	JUDY HENDRY	<i>Judy Hendry</i>		9-16-13
✓	JIM HENDRY	<i>Jim Hendry</i>		9-16-13
✓	JEANNIE MYUNG	<i>Jeannie Myung</i>		9-16-13
✓	CHRIS CHUNG	<i>Chris Chung</i>		9-16-13

✓ dlq

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✓	D. Michael Sherman	<i>[Signature]</i>		7-21-13
✓	DONNA SOTIROPOULOS	<i>[Signature]</i>		7-21-13
✓	JOHN KWGI	<i>[Signature]</i>		7-21-13
✓	WANGJEN KWGI	<i>[Signature]</i>		9-21-13

Michael

rdlg

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✓	Betty Kamans	Betty Kamans		8-4-13
✓	Andris Kamans	A. Kamans		8-4-13
✓	Bonnie Hsia	Bonnie Hsia		8-4-13
✓	Paul Hsia	Paul Hsia		8-4-13
✓	Bobby McCluskey	B. McCluskey		8-4-13
✓	KARL E. HANSEN	Karl E. Hansen		8-4-13
✓	STEVE REBAGLIATI	Steve		8/4/13
✓	EMILY REBAGLIATI	Emily	~	8/4/13

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✓	John Daniel Garcia	<i>[Signature]</i>		9/23/13
✓	Rosemary A Garcia	<i>[Signature]</i>		4 9/23/13
✓	Deborah Greenwood	<i>[Signature]</i>		9/23/13
✓	Jim Ikeda	<i>[Signature]</i>		9/23/13
✓	FERNANDO DA ROCHA	<i>[Signature]</i>		9/23/13

✓ 8/29

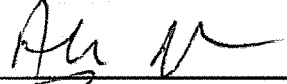







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✓	ANDREW NAYLOR			9-22-13
✓	PAUL DEBETTENCOURT			9/23/13
✓	Betty deBettencourt			9-22-13
✓	Nicholas Stavakas			9-22-13
✓	Monica Tellez			9/22/13
✓	Gina Guidi			9-22-13
✓	Andreina Gomez			9-22-13
✓	Gregory Ruhf			9-22-13

✓ 2013

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SI No.	Printed Name	Signature	Address	Date
✓	Sandra MITRO	Sandra Mitro		9.30.13

✓ delg

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SI No.	Printed Name	Signature	Address	Date
✓	YACIN BAH I			09/22/13
✓	Anne Lorraine BAH I			09/22/13
✓	Thomas chon			9/22/13
✓	Justin Chou			9-22-13
✓	GREG CHLOTT,			9-22-13
✓	Jon Wolverton			9/22/13
✓	ROBERT HEATLEY			9/22/13
✓	KATHERINE FOX			9/22/13

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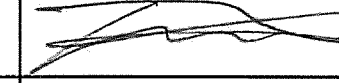

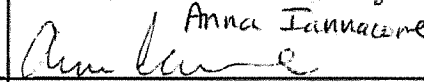
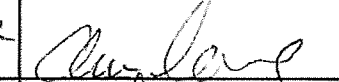
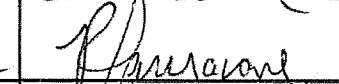
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SI No.	Printed Name	Signature	Address	Date
✓	Laura Smith			9/25
✓	Hudson Smith			9/25/13
✓	EDUARDO RESSOLLO			9/25/13
✓	Laura Gonzalez-Estegoni			09/25
✓	Anna Iannaccone 			9/27/13
✓	Rob Iannaccone			9/27/13

✓ 249

PETITION TO THE CITY OF LOS ALTOS



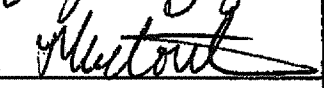
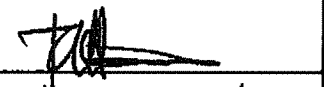
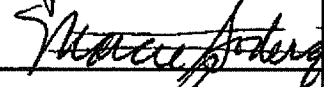
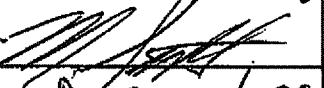

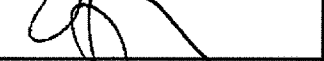
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SI No.	Printed Name	Signature	Address	Date
✓ 1	Michael Brazinski			9/23/13
✓ 2	Elizabeth Brazinski			9/23/13
✓ 3	Terri Couture			9/23/13
✓ 4	Fred Tuerk			9/23/13
5	Marcie Soderquist			9/23/13
✓ 6	MIKE Jutter			9/23/13
✓ 7	Julie Hall			9/23/13
✓ 8	Zahra Willh			9/23/13

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SI No.	Printed Name	Signature	Address	Date
✓	Nicole Remahl	<i>Nicole Remahl</i>		10/2/13
✓	Rebecca Nolan	<i>Rebecca Nolan</i>		10/3/13
✓	CHARLOTTE DANIELS	<i>Charlotte Daniels</i>		10/3/13
✓	STEVE SPITZER	<i>Steve Spitzer</i>		10/4/13

v dly

SI No.	Printed Name	Signature	Address	Date
✓ 1	Vivonne Chu	<i>Vivonne Chu</i>		4 9/18/13
✓ already signed	Susan Straybridge	<i>Susan Straybridge</i>		9/18/13
✓	JOANNA READ	<i>Joanna Read</i>		9/18/13.
✓	Jayna Lloyd	<i>Jayna Lloyd</i>		9/18/13
✓	Eileen Faria	<i>Eileen Faria</i>		9/18
✓	Richard Young	<i>Richard Young</i>		9/18
✓	Phyllis Hoff	<i>Phyllis Hoff</i>		9/18
✓	Rie Collett	<i>Rie Collett</i>		9/18/13
✓	TONY JONES	<i>TONY JONES</i>		9-18-13
✓	Somshanker Das	<i>Somshanker Das</i>		9-18-13
✓	John Anna	<i>John Anna</i>		9-18-13
✓	Robert Bartruff	<i>Robert Bartruff</i>		9-18-13
✓	A.S van der Elst	<i>Arude</i>		9/28/13
✓	Yanni Zoumar	<i>Yanni Zoumar</i>		10/13/13
✓ 2	^{and Chrystal} Philippe OMBREDANNE	<i>P. Ombredanne</i>		11/13/13 ← 2
				15

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SI No.	Printed Name	Signature	Address	Date
✓	William Vinnicombe	<i>William Vinnicombe</i>		10/20/13
✓	Brenda Vinnicombe	<i>Brenda Vinnicombe</i>		10/20/13

46

dlq

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SI No.	Printed Name	Signature	Address	Date
	Coralie Berg	[Signature]		10/7/13
	Stephan Schwartke	[Signature]		10/8/13
	Kori A. Monroe	[Signature]		10/9/13
	Christine Wänni	[Signature]		10.9.13

cdly

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SI No.	Printed Name	Signature	Address	Date
✓	DOLores THOMPSON	<i>Dolores Thompson</i>		10/7/13
✓	LARRY W. THOMPSON	<i>Larry Thompson</i>		10-7-13

✓ ddy

Ketman

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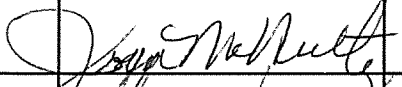
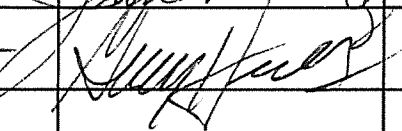
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SI No.	Printed Name	Signature	Address	Date
✓	Joan McNulty			9/27/2013
✓	GARY HERBERT			10/4/13

rdly

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