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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.

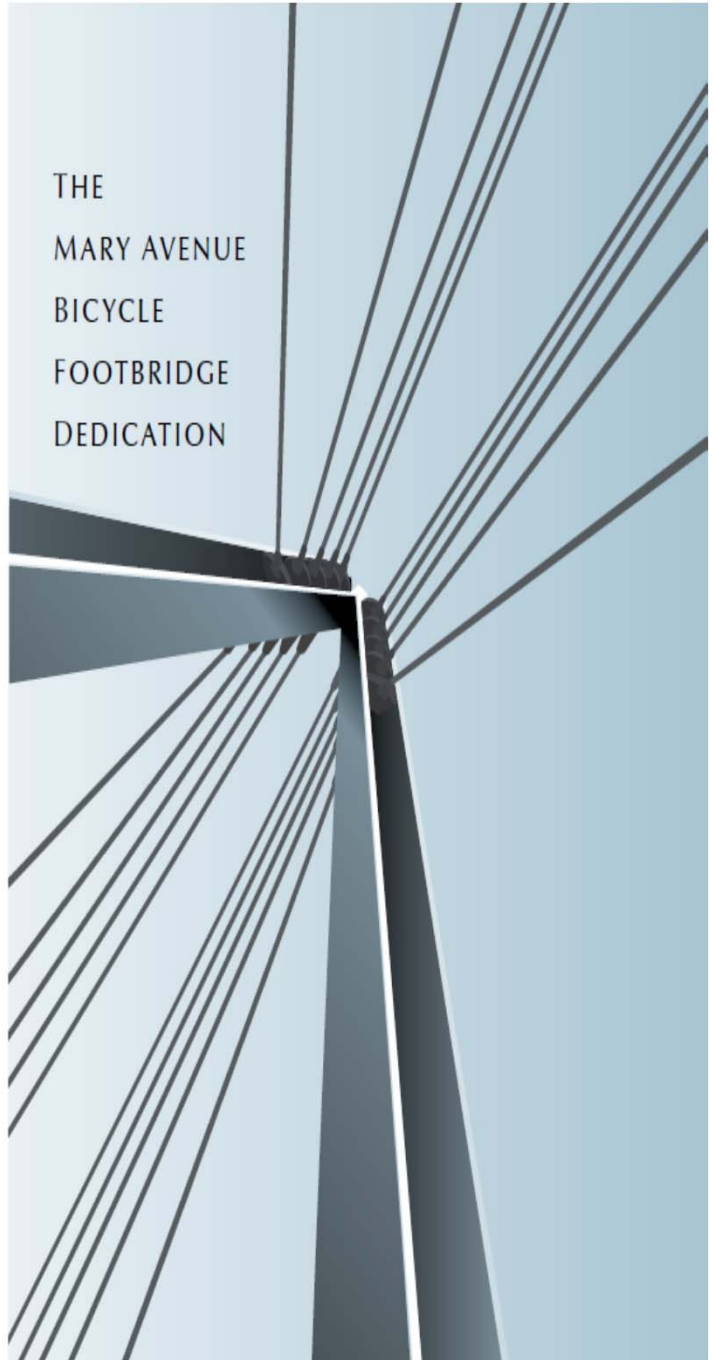
The original feasibility study projected that ultimately the bridge would be used by over 265,000 people of which 175,000 would be cyclists. The project was on schedule, within budget.

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



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.

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



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 Wendy Gudalewicz
 Board of Education 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

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
Raymond Wong
Marian Wong
Yoshiko Uemura
Jerome O'Connor

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?