

Comment letters received by 2:15pm December 17, 2024

From: Santosh Rao <santo_a_rao@yahoo.com>

Sent: Monday, December 16, 2024 11:52 AM

To: christian_at_winterconsultants_com_t4j5ec90xqfg9b_0avr3314@icloud.com; stevenscreekvision <stevenscreekvision@iteris.com>; Kitty Moore <kmoore@cupertino.org>; David Stillman <davids@cupertino.org>; Chad Mosley <chadm@cupertino.org>; City Council (Cup) <citycouncil@cupertino.org>

Subject: Update to Committee Representation and Feedback on Stevens Creek Blvd Traffic Plans

Dear Cupertino Mayor Chao, Steering committee rep Moore, Cupertino council members, any other committee participants,

I am writing to request an update to the Steven's Creek corridor steering committee agenda packet to reflect that council members Kitty Moore now represents Cupertino, as Hung Wei is no longer serving as a council member having lost the recent election. Additionally, I would like to inquire if there is a direct alias for committee members, rather than the consultant, for feedback submission.

As a Cupertino resident, I **strongly oppose** any measures that aim to eliminate or reduce lanes, restrict traffic movement, or hinder the flow of automotive traffic on Stevens Creek Blvd. This includes, but is not limited to:

- Lane removals,
- Installation of concrete or cinder block bike lanes,
- Painted buffer zones,
- Prohibition of right turns on red,
- Elimination of street parking, or
- Any other measures that restrict vehicular mobility.

I also **strongly urge** Cupertino City Council to take the following actions:

1. Defund Cupertino's participation in this steering committee.
2. Cease funding for consultant studies associated with this committee.
3. Withdraw entirely from the committee, particularly in light of unethical "Zoom bombing" incidents involving out-of-town non-residents who seek to impose radical, anti-automobile policies on our community.

I respectfully request Cupertino's committee representative, Kitty Moore, to explore options for eliminating wasteful spending on this committee. Any previously allocated funds should be redirected toward practical road paving and infrastructure improvements that directly benefit traffic flow and mobility on Stevens Creek Blvd.

Thank you for your attention to this matter. I look forward to seeing these concerns addressed in the council's discussions.

Sincerely,

San Rao

Cupertino voter, Cupertino resident and driving daily on Steven's Creek Blvd since 1998

From: Srihari Venkatesan <harisuthan@yahoo.com>

Sent: Monday, December 16, 2024 12:59 PM

To: citycouncil@cupertino.gov; cityclerk@cupertino.gov; ChadM@cupertino.gov;

DavidS@cupertino.gov; stevenscreekvision <stevenscreekvision@iteris.com>

Subject: Feedback on Stevens Creek Blvd Traffic Plans

Dear Cupertino Mayor Chao, Steering committee rep Moore, Cupertino council members, any other Steven's Creek corridor steering committee participants,

I am a regular user of Steven's Creek Blvd to commute across the city for my daily and weekly errands and other activities.

As a Cupertino resident, I strongly and vehemently oppose any measures that aim to eliminate or reduce lanes, restrict traffic movement, or hinder the flow of automotive traffic on Stevens Creek Blvd.

This includes, but is not limited to:

Lane removals,

Installation of concrete or cinder block bike lanes,

Painted buffer zones,

Prohibition of right turns on red,

Elimination of street parking, or any other measures that restrict vehicular mobility.

I also strongly urge Cupertino City Council to take the following actions:

1. Defund Cupertino's participation in this steering committee.
2. Cease funding for consultant studies associated with this committee.
3. Withdraw entirely from the committee, particularly in light of unethical "Zoom bombing" incidents involving out-of-town non-residents who seek to impose radical, anti-automobile policies on our community.

I respectfully request Cupertino's committee representative, Kitty Moore, and Cupertino city council to explore options for eliminating wasteful spending on this Steven's Creek

corridor steering committee and any and all other consultant projects to eliminate road lanes in Cupertino in the name of complete streets, vision zero, or in any other name.

Any previously allocated funds towards these roadway projects that impact lanes should be redirected toward practical road paving and infrastructure improvements that directly benefit traffic flow and automotive mobility on Stevens Creek Blvd.

Thank you for your attention to this matter. I look forward to seeing these concerns addressed in the council's discussions.

Sincerely,
Srihari Venkatesan
Cupertino

From: Rajesh Narayanan <rajesh.nar@gmail.com>

Sent: Monday, December 16, 2024 4:58 PM

To: citycouncil@cupertino.gov; cityclerk@cupertino.gov; ChadM@cupertino.gov; davids@cupertino.gov; stevenscreekvision <stevenscreekvision@iteris.com>

Subject: Feedback on Stevens Creek Blvd Traffic Plans

Dear Cupertino Mayor Chao, Steering committee rep Moore, Cupertino council members, any other Stevens Creek corridor steering committee participants,

I am a regular user of Stevens Creek Blvd to commute across the city for my daily and weekly errands and other activities.

As a Cupertino resident, I strongly and vehemently oppose any measures that aim to eliminate or reduce lanes, restrict traffic movement, or hinder the flow of automotive traffic on Stevens Creek Blvd.

This includes, but is not limited to:

Lane removals,

Installation of concrete or cinder block bike lanes,

Painted buffer zones,

Prohibition of right turns on red,

Elimination of street parking, or any other measures that restrict vehicular mobility.

I also strongly urge Cupertino City Council to take the following actions:

1. Defund Cupertino's participation in this steering committee.
2. Cease funding for consultant studies associated with this committee.
3. Withdraw entirely from the committee, particularly in light of unethical "Zoom bombing" incidents involving out-of-town non-residents who seek to impose radical, anti-automobile policies on our community.

I respectfully request Cupertino's committee representative, Kitty Moore, and Cupertino city council to explore options for eliminating wasteful spending on this Stevens Creek corridor steering committee and any and all other consultant projects to eliminate road lanes in Cupertino in the name of complete streets, vision zero, or in any other name.

Any previously allocated funds towards these roadway projects that impact lanes should be redirected toward practical road paving and infrastructure improvements that directly benefit traffic flow and automotive mobility on Stevens Creek Blvd.

Thank you for your attention to this matter. I look forward to seeing these concerns addressed in the council's discussions.

Sincerely,
Rajesh Narayanan
Cupertino

From: Theresa Horng <theresahorng@gmail.com>

Sent: Monday, December 16, 2024 7:57 PM

To: citycouncil@cupertino.gov; cityclerk@cupertino.gov; Chad Mosley <ChadM@cupertino.gov>; DavidS@cupertino.gov; stevenscreekvision <stevenscreekvision@iteris.com>; Liang Chao <lchao@cupertino.gov>; Kitty Moore <kmoore@cupertino.gov>; rwang@cupertino.gov

Subject: Feedback on Stevens Creek Blvd Traffic Plans (Stevens Creek Blvd Corridor Vision)

Dear Mayor Chao, Steering Committee Representative Moore, Cupertino Council Members, and other Stevens Creek Corridor Steering Committee Participants,

I am a Cupertino resident and frequently drive on Stevens Creek Blvd for my daily routines. I strongly oppose any plans to reduce or narrow Stevens Creek Blvd that would restrict traffic movement or hinder the flow of automotive traffic. Adding concrete barriers for a bike lane, which would further congest the largest boulevard in Cupertino, does not make sense. Cupertino should prioritize major traffic capacity over bike lanes. Have you calculated the daily usage data of these bike lanes?

To prepare for future business or corporate expansions in Cupertino, we should avoid:

- Lane removals
- Installation of concrete or cinder block bike lanes
- Painted buffer zones
- Prohibition of right turns on red
- Elimination of street parking
- Any other measures that restrict vehicular mobility

Moreover, I strongly urge the Cupertino City Council to take the following actions:

1. Defund Cupertino's participation in this steering committee.
2. Cease funding for consultant studies associated with this committee.
3. Withdraw entirely from the committee, especially considering unethical "Zoom bombing" incidents by non-residents who aim to impose radical, anti-automobile policies on our community.

I respectfully request that Cupertino's committee representative, Kitty Moore, and the City Council explore options for eliminating wasteful spending on the Stevens Creek Corridor Steering Committee and any other consultant projects aimed at reducing road lanes in Cupertino under names like "Complete Streets" or "Vision Zero."

Any previously allocated funds for these roadway projects should be redirected towards practical road paving and infrastructure improvements that directly benefit traffic flow and automotive mobility on Stevens Creek Blvd.

Thank you for your attention to this matter. I look forward to seeing these concerns addressed by the council.

Sincerely,

Therea Horng

Cupertino Resident

From: Matthew Deng <matthew.deng10@gmail.com>

Sent: Tuesday, December 17, 2024 12:26 AM

To: stevenscreekvision <stevenscreekvision@iteris.com>; district1@sanjoseca.gov

Subject: Public Comment for Stevens Creek Steering Committee Meeting 10/18

Dear Stevens Creek Steering Committee Members:

I am a high school student in San Jose near the Stevens Creek Corridor. I have always wanted to bike or take transit to school, but that has just not been feasible, due to safety, speed, and reliability concerns on Stevens Creek Boulevard. My parents and I do not feel comfortable with me biking on a six lane road with unprotected bike lanes and numerous driveways. Adding physical protection for the bike lanes allows for bicyclists to feel more safe along the stretch of corridor, as well as reducing the total traffic deaths. To utilize the buses, they would have to be frequent, reliable, and speedy enough to justify taking that path. By having a dedicated transit lane, buses travelling down the corridor become more frequent, reliable, and expedient, allowing for a more seamless travel experience.

Thank you for your consideration,
Matthew

From: Pat Davis <pat.davis@cacargroup.com>

Sent: Tuesday, December 17, 2024 11:04 AM

To: rosemary.kamei@sanjoseca.gov; Sean T. Daly <sdaly@iteris.com>

Cc: vicepresident@winchesterorchard.org

Subject: Multi-Jurisdictional Stevens Creek Corridor Vision Study,

Dear Vice Mayor Kamei,

I hope this message finds you well.

Today, I was made aware of the Multi-Jurisdictional Stevens Creek Corridor Vision Study, which has apparently been underway for some time. As Vice Mayor of San Jose, you are well aware of the critical financial impact Stevens Creek Boulevard businesses have on both San Jose and Santa Clara County. The information I received is deeply concerning, particularly the proposal to remove one lane of traffic in each direction to create dedicated “Bus Only” lanes.

Stevens Creek Boulevard is one of the most heavily traveled corridors in the region, already experiencing significant daily congestion. Reducing the available lanes by half would only exacerbate traffic issues, leading to increased delays, heightened driver frustration, and a likely rise in traffic-related incidents. The ripple effects of such a change would be disastrous for businesses, residents, and commuters who rely on this vital thoroughfare to conduct their daily lives—whether traveling to work, school, appointments, or local businesses.

As an automotive dealer, I represent millions of dollars in sales tax revenue for the City and County. These proposed changes would greatly impact my business, resulting in a decline in sales and, consequently, a significant reduction in sales tax revenue. This is revenue that directly supports vital city services and infrastructure.

The majority of people in San Jose and Santa Clara County depend on personal vehicles, rentals, or ride-shares for their transportation needs. Restricting lanes for buses alone could deter people from doing business along the corridor, pushing them to alternative routes, which in turn could create safety concerns and congestion elsewhere. The economic impact on businesses along Stevens Creek Boulevard and on the City as a whole would be severe.

You were entrusted with your role as Vice Mayor because of your commitment to decisions that positively impact the majority of San Jose's citizens and businesses. I ask that you consider the long-term implications of this vision. While public transportation is important, buses currently travel at roughly the same pace as vehicles along this corridor, a reality I witness daily. Implementing a "Bus Only" lane will not meaningfully improve public transit efficiency but will undoubtedly create frustration and hardship for the overwhelming majority who rely on this route.

Stevens Creek Boulevard is a key artery for commerce, community engagement, and everyday life in San Jose, Santa Clara, and Cupertino. This proposal jeopardizes its viability as a place to live, work, conduct business, and play. I urge you to carefully reconsider the impact of this vision and advocate for solutions that balance the needs of all residents, businesses, and commuters.

Thank you for your time, your service to our community, and your commitment to ensuring San Jose remains a thriving and accessible city.

Please put this email into public records.

Best regards,

Pat Davis

Managing Partner | Stevens Creek Cadillac

4355 Stevens Creek Blvd

Santa Clara CA 95051

408-243-4355



From: Lori Katcher <lori.katcher@gmail.com>

Sent: Tuesday, December 17, 2024 1:04 PM

To: stevenscreekvision <stevenscreekvision@iteris.com>

Subject: Vote YES on the Stevens Creek Steering Committee recommend staff drafted "Implementation Plan"

Hi Stevens Creek Steering Committee Members,

My name is Lori, I'm a 22 year resident of San Jose, and frequently travel Stevens Creek Blvd. At this week's meeting you will be voting on the future of Stevens Creek, and I urge you to vote YES on the draft Implementation Plan, which includes the staff recommendations for safety and sustainability, specifically with crossing islands, protected bike lanes, and dedicated bus lanes. These measures will help ensure Stevens Creek becomes a safer, more sustainable corridor that's easier for everyone to get around.

Your actions on Wednesday will determine the future of our cities, county, and greater community. I urge you to prioritize our safety and sustainability.

Sincerely,

Lori Katcher

882 Schiele Ave, SJ

From: Richard Tretten <richardtretten@icloud.com>

Sent: Tuesday, December 17, 2024 1:14 PM

To: stevenscreekvision <stevenscreekvision@iteris.com>

Subject: 📍 Stevens Creek Blvd. Implementation Plan 📍

Hi Stevens Creek Steering Committee Members,

At this week's meeting you will be voting on the future of Stevens Creek, and I urge you to vote YES on the draft Implementation Plan, which includes the staff recommendations for

safety and sustainability, specifically with crossing islands, protected bike lanes, and dedicated bus lanes. These measures will help ensure Stevens Creek becomes a safer, more sustainable corridor that's easier for everyone to get around.

Your actions on Wednesday will determine the future of our cities, county, and greater community. I urge you to prioritize our safety and sustainability.

Sincerely,

Richard Tretten

From: A C <annheec@gmail.com>

Sent: Tuesday, December 17, 2024 2:28 PM

To: stevenscreekvision <stevenscreekvision@iteris.com>

Subject: Vote YES on the Stevens Creek Steering Committee recommend staff drafted "Implementation Plan"

Hi Stevens Creek Steering Committee Members,

At this week's meeting you will be voting on the future of Stevens Creek, and I urge you to vote YES on the draft Implementation Plan, which includes the staff recommendations for safety and sustainability, specifically with crossing islands, protected bike lanes, and dedicated bus lanes. These measures will help ensure Stevens Creek becomes a safer, more sustainable corridor that's easier for everyone to get around.

Your actions on Wednesday will determine the future of our cities, county, and greater community. I urge you to prioritize our safety and sustainability.

Sincerely,

Ann

From: Greg <guretsugu@gmail.com>

Sent: Tuesday, December 17, 2024 3:55 PM

To: stevenscreekvision <stevenscreekvision@iteris.com>

Subject: Vote YES on the Stevens Creek Steering Committee recommend staff drafted "Implementation Plan"

Hi Stevens Creek Steering Committee Members,

At this week's meeting you will be voting on the future of Stevens Creek, and I urge you to vote YES on the draft Implementation Plan, which includes the staff recommendations for safety and sustainability, specifically with crossing islands, protected bike lanes, and dedicated bus lanes. These measures will help ensure Stevens Creek becomes a safer, more sustainable corridor that's easier for everyone to get around.

Your actions on Wednesday will determine the future of our cities, county, and greater community. I urge you to prioritize our safety and sustainability.

Sincerely,

Gregory Wohlleb

From: Jacqueline Rivera <jacqueline31r@gmail.com>
Date: December 17, 2024 at 2:33:18 PM PST
To: stevenscreekvision <stevenscreekvision@iteris.com>
Subject: Vote YES on the Stevens Creek Steering Committee recommend staff drafted "Implementation Plan"

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Hi Stevens Creek Steering Committee Members,

At this week's meeting you will be voting on the future of Stevens Creek, and I urge you to vote YES on the draft Implementation Plan, which includes the staff recommendations for safety and sustainability, specifically with crossing islands, protected bike lanes, and dedicated bus lanes. These measures will help ensure Stevens Creek becomes a safer, more sustainable corridor that's easier for everyone to get around.

Your actions on Wednesday will determine the future of our cities, county, and greater community. I urge you to prioritize our safety and sustainability.

Sincerely,

Jacqueline Rivera

From: Giangreco Chris <ironwood226@sbcglobal.net>
Date: December 17, 2024 at 4:12:39 PM PST
To: District1 <district1@sanjoseca.gov>, Rosemary Kamei <rosemary.kamei@sanjoseca.gov>, Office of Supervisor Susan Ellenberg <supervisor.ellenberg@bos.sccgov.org>, Lisa Gillmor <LGillmor@santaclaraca.gov>, Dev Davis <dev.davis@sanjoseca.gov>, citycouncil@cupertino.gov, "Sean T. Daly" <sdaly@iteris.com>, "Sean T. Daly" <sdaly@iteris.com>
Subject: Stevens Creek Corridor Study - Dedicated Bus Lanes

This Message Is From an External Sender

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Please do not click on links or open attachments from senders you do not trust.

Vice Mayor Kamei and Steering Committee members, I am sending this email to caution you, that during tomorrow's 18DEC2024 Stevens Creek Corridor Steering Committee meeting, based upon what happened at the last meeting, we will experience a huge effort calling for removal of a lane of traffic each direction for dedicated bus lanes. I urge that you **do not** heed those calls, which are likely not being made by your voting constituents within the corridor.

What we witnessed during the last meeting was a massive effort to flood the public input process by special interest groups like TransBay Coalition & SCC4Transit, calling for dedicated bus lane conversion. Their goals appear to be transit transformation wherever possible, regardless of any other needs or concerns of their targeted communities, or negative impacts or consequences caused by such change. It is highly likely few if any of those callers are frequent corridor users. And it is highly likely even fewer are corridor residents, or property or business owners.

Abiding by and prioritizing the desires, concerns and demands of those who's only true corridor interest is transit transformation, over meeting the real world operational and economic needs of the corridor for corridor businesses, and equally if not more importantly, corridor residents – **your constituents, the voters**, does a huge dis-service to everyone.

Rest assured, the vast majority of corridor users, residents, businesses and property owners understand what how bad an idea it is to remove a lane of traffic each direction. Doing so will severely decrease overall boulevard throughput, all while increasing traffic congestion, fuel consumption per mile traveled, GHG emissions, red light running and intersection gridlocking & crosswalk blocking. Increases in traffic queuing at through signals will decrease signalized left turn lane entry opportunities and left turn throughput, further compounding congestion.

Roadway safety will decrease, as entering and exiting the roadway will be more difficult with higher traffic densities in fewer lanes. Fewer safe opportunities will exist for right turns out of driveways and right turns on red at side street red lights or stop signs. Even fewer safe opportunities will exist for roadway entry or exit by left turns from driveways, stop signs or the center left turn lane . Gaps in traffic allowing such left turns will be tighter and less frequent, increasing wait times, adding to driver frustration and possibly driver error that may have horrific results.

Economic impacts could be heavy to severe for both San Jose and Santa Clara as drivability and accessibility would be made more difficult for more people. Valley Fair / Santana Row and the Stevens Creek Auto Mall would become much less desirable as destination shopping areas, and likely would bring some level of economic decline to the corridor.

Sales tax revenues would certainly be negatively impacted.

As elected officials, corridor voters will regard your choice to advocate for dedicated bus lanes as a very bad choice.

Do not succumb to special interest group pressure to advocate or call for dedicated bus lanes along the Stevens Creek Corridor.

This email is intended to be entered into the public record for both the 17DEC2024 Cupertino City Council Meeting and the 18DEC2024 Stevens Creek Corridor Steering Committee Meeting.

Thank you for your time,

Chris Giangreco

Current member, SC Corridor Study Citizens Advisory Group

Former member, Stevens Creek Advisory Group (S.C.A.G.) for San Jose D1 Urban Villages

----- Forwarded message -----

From: **Daphna Woolfe** <daphna.woolfe@yahoo.com>

Date: Thu, Dec 19, 2024 at 12:18 PM

Subject: Re: Reminder: Steering Committee Meeting #6 - Stevens Creek Blvd Corridor Vision Study

To: Stefania Diaz <stefania@winterconsultants.com>

Stephanie,

Thank you. I finally could hear. The chat wasn't open so no one from Zoom could contact you.

I would like to reiterate a point made by Kirk Vartan. Public transportation is incredibly important in dense areas of cities. I've been all over the world and take public transport just about everywhere.

Unfortunately for Steven's Creek it is not a dense corridor. It may be long but not dense. So run express buses and call it day.

The rest of the recommendations are great. Safety should be addressed first. We've had two fatalities in 2 months within quarter mile of each other.

Can this be passed onto the committee?

Regards,

Daphna Woolfe