

## Comments Received for Steering Committee #5

Friday, September 6, 2024

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**From:** Ryan Globus <ryanglobus@gmail.com>

**Sent:** Tuesday, September 3, 2024 9:31 PM

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

**Subject:** Stevens Creek Corridor Steering Committee 9/6 Public Comment

Dear Steering Committee Members,

I live in San Jose near W San Carlos St, and I frequently take the 23 and 523 buses down Stevens Creek. I am deeply concerned about the draft Implementation Plan not recommending the use of pedestrian refuge islands or bus-only lanes.

Crossing a six-lane roadway on foot is uncomfortable and dangerous, and the use of pedestrian refuge islands would help address that by allowing people to cross halfway, then wait for an opportunity to cross the rest of the way safely and clearly visible to drivers.

Converting a general traffic lane to a bus-only lane protected by a curb would further improve the crossing by giving multiple islands to wait on if it is unsafe to cross. It would also reduce speeding by visually and physically narrowing the roadway, improving safety for all. A bus-only lane would also greatly enhance the transit experience by getting buses out of traffic, speeding up trips that many underserved students from East San Jose take to get to De Anza College.

Transit and safe pedestrian infrastructure are key to eliminating road deaths. I urge you to include these widely used, affordable, and common sense measures to help improve the Stevens Creek corridor for all users.

Sincerely,

Ryan Globus

San Jose Resident

## Comments Received for Steering Committee #5

Friday, September 6, 2024

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**From:** Calley Wang <csw9856@nyu.edu>

**Sent:** Wednesday, September 4, 2024 12:49 AM

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

**Subject:** Stevens Creek Corridor Steering Committee 9/6 Public Comment

Esteemed Steering Committee members,

I'm from Cupertino and regularly travel on Stevens Creek by car, walking, biking, and transit. Thank you for your time and effort in putting together the Stevens Creek Vision. The plan has the laudable goal of a thriving and safe corridor for walking, biking and transit. Many of the proposals like transit priority, protected bike lanes, and enhanced crossings are great. **However, without dedicated bus lanes and pedestrian refuge islands in the plan, Stevens Creek will fall short of the vision and remain a dangerous and traffic-choked corridor.**

Currently, Stevens Creek has six lanes of traffic on a 120-foot wide roadway at its widest points. Even as an able-bodied man, I have to move quickly to walk across all six lanes in one signal cycle. Consider the difficulties this environment creates for seniors, families with children, or people with mobility limitations. It's no surprise that on average, 20 people are injured per year by traffic collisions on the Stevens Creek corridor. The long crossing distances discourage walking to transit stations or the creation of a strong pedestrian-centric business district.

Dedicated bus lanes can speed up transit on one of the busiest bus corridors in the Santa Clara Valley. Faster transit will attract more riders and take traffic off the road. By narrowing the roadway, bus lanes also reduce the crossing distance for pedestrians and discourage speeding. Pedestrian refuge islands enhance safety by allowing pedestrians to cross half the boulevard per walk signal in a way that is safe and visible to drivers. Both will make Stevens Creek a safer and more appealing place to be. Both have been proven successful in projects around the Bay Area and the country.

I urge you to include bus lanes and pedestrian boarding islands in the implementation plan. As a Near Term strategy, bus lanes can increase safety while building up the transit market for the long-term rapid transit proposal. The pedestrian refuge islands could be done in the Near and Medium terms or perhaps even in conjunction with center-running bus lanes, if those are selected.

Thank you for your consideration,

**Calley Wang**

Cupertino, CA 95014

## Comments Received for Steering Committee #5

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**From:** Perry Penvenne <ppenvenne@gmail.com>  
**Sent:** Thursday, August 29, 2024 10:44 PM  
**To:** stevenscreekvision <stevenscreekvision@iteris.com>  
**Subject:** Stevens Creek Vision

Hi,

I attended the community meeting tonight for the Stevens Creek BLVD vision.

I want to encourage the council members to be visionary when they choose to create a vision of a new Stevens Creek. If you build it to encourage change, more people will use Stevens Creek in many different modes.

No change is no change.

Please think beyond cars and buses. Pedestrians and bicyclists don't use Stevens Creek because it is so dangerous. Create a welcoming environment, build a space where people can walk, have a dinner out and spend time with family. This is the right time to start that in motion.

Thank you,

Perry Penvenne

**From:** Kathryn Hedges <biolartist@gmail.com>  
**Sent:** Wednesday, September 4, 2024 7:15 PM  
**To:** district1@sanjoseca.gov; stevenscreekvision <stevenscreekvision@iteris.com>  
**Subject:** Stevens Creek Corridor Steering Committee 9/6 Public Comment

Dear Committee Members:

My name is Kathryn Hedges and I am a Downtown resident and rider on the VTA #23 and #523. I shop along San Carlos and Stevens Creek, which is a treacherous street to cross due to its width and speeding drivers. Those drivers also make it daunting for cyclists who didn't grow up back in the day before bike lanes were common (which doesn't make it safer, just more familiar).

**I am extremely disappointed by the recommendation not to pursue pedestrian islands and/or a dedicated bus express lane in the center of San Carlos and Stevens Creek.**

As a former member of Catalyze SV, I am aware of the push for more housing along San Carlos and Stevens Creek. I see vacant businesses waiting for redevelopment to begin on projects I scored. And some time in the future, the residents will be looking to shop in their neighborhoods--Urban

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Villages split by a 6-lane thoroughfare popular with speeders. That's not exactly a "walkable neighborhood" that will support residents who walk or use transit instead of driving. Likewise, riding a bus that gets stuck in traffic, or that needs a full traffic light cycle to get back into traffic after pulling over to pick up or drop off passengers, is very unappealing if you have other options such as driving.

I read that the commission rejected the safety improvements because they would slow down motorists a mere 3 minutes along the length of the corridor. Why are motorists commuting on Stevens Creek and San Carlos anyway? Is this overflow from 280? If not, they shouldn't be on surface streets competing with local traffic, transit, and cyclists. Maybe they should be riding VTA instead of driving, after we speed up #523 with a dedicated center bus lane.

DeAnza Community College is a key destination for the VTA #23 and #523. A dedicated bus lane (assuming VTA can manage the project better than they did in Alum Rock) would really help students commuting long distances to this excellent community college.

Most of the community college students commuting from San Jose are racialized and possibly first-generation college students. (Most VTA riders don't look like white homeowners, in fact.) We know why their families live so far from Cupertino: redlining and the associated lack of generational wealth. This makes improving VTA performance to DeAnza a racial equity issue as well.

As a Downtown San Jose resident, I also use VTA #23 and #523. I shop and use the pharmacy at Safeway at San Carlos and Meridian frequently, and I also shop using VTA along the Stevens Creek corridor as far as the JoAnn's and Daiso in Cupertino as well as Harbor Freight, AAA, VW Parts Counter, and Advance Auto Parts. (I use transit a lot, but sometimes I need to haul stuff that won't fit on VTA, so I have an elderly Audi wagon with 212K miles on it and it needs work on a regular basis. I do parts/tool runs on bike and transit as I don't have a second car.)

Do the right thing and reject this failed proposal to "do nothing" to improve safety and transit times on San Carlos and Stevens Creek.

Kind regards,

Kathryn Hedges

Volunteer

Showing Up for Racial Justice in Santa Clara County

and Racial Equity Community Service

## Comments Received for Steering Committee #5

Friday, September 6, 2024

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**From:** Karen Matsueda <karenmatsueda@gmail.com>

**Date:** September 5, 2024 at 3:19:31 PM CDT

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

**Subject:** Stevens Creek Corridor Steering Committee 9/6 Public Comment

Dear Steering Committee Members,

My name is Karen Matsueda. I frequently drive along the Stevens Creek corridor, and although I appreciate many aspects of your Draft Implementation Plan, I am deeply concerned about your **not** recommending the use of pedestrian refuge islands or bus-only lanes. Crossing a six-lane roadway on foot is uncomfortable and dangerous, which the use of pedestrian refuge islands would help address by allowing people to cross halfway, then wait for an opportunity to cross the rest of the way safely while clearly visible to drivers.

Converting a general traffic lane to a bus-only lane protected by a curb would further improve the crossing by giving multiple islands to wait on if it is unsafe to cross. It would reduce speeding by visually and physically narrowing the roadway, improving safety for all. A bus-only lane would also greatly enhance the transit experience by getting buses out of traffic, speeding up trips that many under-served students from East San Jose take to get to De Anza College.

Transit and safe pedestrian infrastructure is key to eliminating road deaths. I urge you to include these widely used, affordable, and common-sense measures to help improve the Stevens Creek corridor for all users. In fact, this is a racial, economic, and accessibility justice issue – bus travel is heavily weighted towards people of color, working class and lower-income folks, and people with disabilities. It is an accessible form of travel for children and elderly adults. By not fundamentally changing the overall design of Stevens Creek, you maintain the status quo of inaccessibility and put us even further away from our need for a more equitable future.

I strongly urge you to reconsider the trade-offs you are making, and to include transit-only lanes and pedestrian refuge islands for the plan, so that our community as a whole can get where we need to go

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safely and as efficiently as possible, while also increasing the attractiveness of non-solo car transportation.

Respectfully, Karen Matsueda