

Number	Homestead Road Safe Routes to School Public Comments as of 12/13/2018
Comments Received at Community Meeting #1, November 26, 2018	
Foothill Road at Homestead Road	
1	Lack of safety for kids crossing Foothill Expressway to Homestead Road
2	Bike lane needed for either Vineyard Drive or Foothill Expressway
3	Bike path needed near Vineyard Drive
4	Bumpers needed on Vineyard Drive
5	Signal timing at Foothill Expressway needs work
6	Intersection lacks ADA ramps
7	Two crosswalks needed to cross Foothill Expressway for to and from school movements
Foothill Road at Homestead Road	
8	Intersection is dangerous for bikes/cars
9	Kids bike on wrong side of the road
10	There is speeding on Grant Road
11	Difficult for kids cross from Grant Road to multiuse path
12	Additional lane needed for people turning right from Foothill Expressway
13	Non-continuous bike lanes results in dangerous crossings for bicyclists
Grant Road at Foothill Crossing exit	
14	Intersection is dangerous for bikes. Needs major redesign
Homestead Road at Fallen Leaf Lane/Homestead Court	
15	Kids bike on wrong side of the road
16	Interaction of two-way path and turning vehicles is dangerous
17	Sun glare impairs drivers from seeing pedestrians
18	Crossing guard needed
Homestead Road between Fallen Leaf Lane and Barranca Drive	
19	Kids do not follow rules
20	Multiuse path not safe/too narrow
21	No ramps to multiuse path
22	Multiuse path ends abruptly
Homestead Road at Barranca Drive/Bellevue Way	
23	Sidewalk too narrow for morning pedestrian and bike traffic
24	Signal timing needs work
25	Need keep intersection clear sign
Homestead Road between Barranca Drive and I-85 off-ramp/Maxine Avenue	
26	Signal timing needs work

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Homestead Road at I-85 off-ramp/Maxine Avenue	
27	Bicyclist bike on wrong side of the road
28	Two-way off-street bike path needed
29	Consider no right-turn off I-85 off-ramp
30	Students cross against red light
31	Multiuse path needs to connect to the gas station path
32	Crossing guard needed
Homestead Road between I-85 and Bernardo Avenue	
33	Kids bike on wrong side of the road
34	Allow kids to bike wrong way over overpass in morning
35	Make sidewalk wider
36	Remove painted island to increase left-turn pocket to Bernardo
Homestead Road at Bernardo Avenue	
37	No ramp from gas station path to Homestead Road
38	Cars go through gas station to bypass left-turn
39	Signal timing needs work
40	Cars don't stop at intersection and is dangerous for bikes
41	License plate readers needed at intersection
42	Parents park at gas station to pick-up students
43	Homeless encampment on pedestrian path is scary for kids
Bernardo Avenue at Cupertino Middle School	
44	Bikes in danger of cars
45	Little visibility for crosswalk near school
46	No clear way to get from bike cages to Bernardo Avenue
47	Kids ride on sidewalk making it very congested with pedestrians
48	Parents park in school lot for pickup times, interact with school kid exiting
Homestead Road between Bernardo Avenue and Wright Avenue	
49	No parking anytime in the bike lane needed on north side of Homestead Road
Homestead Road at Wright Avenue	
50	Cars turning left from Wright do not yield to cross traffic
51	Crossing guards are not effective
Homestead Road between Wright Avenue and Mary Avenue	
52	Hazards from either the trash or parked cars
53	Install bollards at intersections to separate cars and bikes
Homestead Road at Mary Avenue	
54	Signal timing needs to be improved for all modes
55	Cars turn right without stopping
56	Consider pedestrian scramble
57	Cars queue along Homestead Road waiting to get into the Horseshoe
58	Close the Horseshoe to drop-of and pick-up

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Homestead Road between Mary Avenue and Kennewick Drive	
59	People turn left into Horseshoe from left-turn lane
60	Separate cars from bikes near the Horseshoe and add dedicated drop-off zones
61	Left turn out of west driveway of student parking is difficult
62	Students park on Louise Road
63	Evaluate more crossing guards
64	Evening and weekend parking should be allowed
65	6pm is too early to allow parking
66	Parked cars make it unsafe to bike
67	Homestead needs full-time bike lanes
Homestead Road at Kennewick Drive	
68	Signal timing needs work
69	Consider pedestrian scramble
70	Student driveway is difficult to get in and out of
Homestead Road between Kennewick Drive and N. Stelling Road/Hollenbeck Avenue	
71	Separate cars from bikes
72	Make bike lanes full-time
73	Consider road diet
74	Vehicles parked in bike lane before 6pm
75	Consider mid-block crosswalk and HAWK at Noranda Drive
76	Students walk in bike lane during lunch
Homestead Road at N. Stelling Road/Hollenbeck Avenue	
77	Fix bike lane width at northwest corner. Too narrow
78	Westbound bike lanes should be wider
79	Street markings and signs should prevent right hook conflicts
80	Mark bike lanes across intersection
81	Consider bike boxes at 4 corners
82	Bike lanes on Hollenbeck should extend to intersection
General comments	
83	There are 3 schools that start at the same time (8 am) which compounds the traffic congestion and makes it less safe for biking
84	Outreach should be to all residents. This group is not representative of all.
85	Look at cut-through traffic from Montclair to the NW of Homestead Road
86	Please go back and revisit the effectiveness of previous traffic calming road changes. Did they improve anything?
87	Assuming that pedestrians and cyclists can share the Homestead Road corridor is not plausible
88	We drive to CMS because it is unsafe to bike.
89	Make it convenient to ride or walk and make it a no car school
90	Need wider bike/pedestrian bridge with gentler slope to the north of Homestead Road
91	Put in bike detection
92	Consider green bike boxes for left-turns for bikes
93	Consider bulbouts
94	Not enough bike parking

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Comments outside of Project Limits	
95	Cars exiting from Foothill @ Aboretorum are going too fast
96	Missing major accident at Crist and Grant
97	Problems extend to Grant Rd for Highlands kids
98	Exit from St. Joseph to Foothill clogged at Montclair dropoff time
99	Add crossing guard locations to map
100	Please make sure to look at 280 off ramp traffic
101	Fallen Leaf Ln @ Louise Ln 2 utility power towers in middle of the street
102	South Bernardo from the Dalles bridge is sketchy
103	CMS - No bike lanes
104	Helena Bike Cage
105	Helena: Not enough space for a biker
106	Add Helena to this study
Comments Received via Comment Cards at Community Meeting #1, November 26, 2018	
107	<u>Neighborhood: Montclair Los Altos</u> HHS to offer a longer homework/study room and encourages shared rides Fluorescent clothing should be required on bicyclists, lights too VTA buses between Montclair area and HHS School must encourage carpooling VTA must factor public safety in its ROL calculations
108	<u>Neighborhood: Grant Park</u> AM: to school. When cars are entering and existing El Sereno and Fallen Leaf, bikes are coming out of our neighborhood crossing to the wrong side of the road so they can turn left onto the bike path to go to school. This is so
109	<u>Neighborhood: Mary / Homestead</u> Homestead needs full time bike lanes. Low collision rate is due to deterring cycling, not an indication of safe conditions. Limited time parking does not serve the needs of students (after school and weekend event) much less commuters and utility cyclists
110	<u>Neighborhood: Homestead Road</u> Lack of education - students need to be coached on road rules- don't penalize the residents. Residents are not scapegoats for students and drivers stupidity. Don't waste funds on research. Educate the students and fine the wrongful drivers. We need to share. Street parking should not be removed.
111	<u>Neighborhood: Highlands Los Altos</u> What agency operates Foothill Xpwy and way hasn't the scope of this project included safe travels across Foothill to access the Grant frontage road and on to Homestead
Comments Received via document Commute to Cupertino Middle School	
112	<u>Arboretum and Grant Rd</u> - recommend green striped bike crossing or full crosswalk on Arboretum
113	<u>Homestead and Grant Rd intersection onto Foothill Expy</u> - green striped bike crossing be painted across Grant/Homestead Rd to clarify where bikes are crossing
114	<u>Exit of Foothill Expy to Homestead</u> - cars turning left onto Homestead Rd often take right of way over other vehicles, suggest "Bikes must stop" sign
115	<u>Homestead Rd over Stevens Creek</u> - recommend widening bridge for ped and bike traffic only to accommodate 10' wide two way traffic. Continue asphalt path prior to Stevens Creek

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116	Pave the green area on sidewalks between Stevens Creek overpass and Belleville ave on Grant rd sidewalk (southbound) to allow bikes and peds to share sidewalk. Expand sidewalk and remove merging lane to allow two way traffic on Homestead sidewalk
117	<u>Homestead Rd between 85 and Belleville</u> - expand sidewalk to allow two way traffic (10') for bikes and peds. Remove second lane on Homestead
118	<u>85 Exit onto Homestead Rd</u> - put no right on red sign, make signal more efficient, better signal cycling
119	<u>85 Bridge overpass: Homestead Rd</u> - make lane only one lane with merge of lanes prior to gas station, widen sidewalk to include bike lane to allow 2 way traffic for peds and bikes, 10' wide or 15' wide, allow onramp for bikes onto sidewalk can eliminate that side bike access, but requires on lane each way
120	<u>Homestead and Bernardo</u> - put a no right on red sign form 8 am to 8:15 am M-F, cars blow through red light getting their kids to school
121	<u>Gas Station</u> - post a no throughway sign at gas station entrance, car bypass left turn signal onto S. Bernardo to drive through the private driveway of the gas station. This problem occurs in the morning and afternoon pick up times. Put a right turn only exit sign on Bernardo exit ramp.
122	<u>Gas Station</u> - cars park on sidewalk and at the gas station waiting to pick up kids at 3pm. Kids routinely cross through the gas station car wash area, pickup cars make u-turns at the driveway exit area, cars exiting gas station make left
123	<u>Ped Overpass on Bernardo</u> - make a bike lane on S. Bernardo or route all ped and bike traffic through the Dalles and Crornach Ave "school route"
124	<u>CMS</u> - make Helena drive from Edmonton ave S. Bernardo 1 way into S. Bernardo. Make S. Bernardo Dr from Helena Dr. to Homestead 1 way exit onto Homestead
125	<u>S. Bernardo</u> - put do not enter sign on S. Bernardo Dr to prevent entrance from Homestead. Do not enter sign on
126	Bike travel distance and times from Google maps. Wolfe and Homestead 2.6 miles 14 minutes (8min at 5:45pm). Benton Street near Lawrence Expy 4.2 miles (21 minute (13 min at 5:45pm)) Whole Foods on Stevens Creek in Cupertino, 2.1 miles, 11 minutes (8 minutes at 5:43 pm) Los Altos Gold and Country Club 2.7 miles 15 minutes (11 min at 5:42 pm)
127	Make schools no cars except for medical exceptions or emergency pickup/dropoff
128	No parents in school parking lots/delineate school w. street cars

Number	Homestead Road Safe Routes to School Public Comments as of 12/13/2018
Comments Received via Project Email	
	<p>I am a resident of Homestead Road (883 W Homestead Road) living directly across from Homestead High School for over 15 years. My child attended West Valley Elementary, Cupertino Middle and Homestead High School. On Monday Nov 26<sup>th</sup> 2018 I attended the Homestead Road safety meeting at Homestead High School. It was very surprising that residents of Homestead road were not informed of this important meeting wherein factors that would affect the residents were being discussed. I came to know of the meeting on the 25<sup>th</sup> of November due to a chance meeting with one of my neighbors who mentioned about it. I would very much appreciate if efforts are made to provide/make sure that information to the residents about meetings/events that affect the community are posted well in advance via regular US mail so that they can schedule their work timing to attend the meetings.</p> <p>I very much appreciate the efforts of the different school district to evaluate the current road use and the potential ways in which the traffic could be regulated in order to provide for greater safety to the students who attend the three schools that are located along the Homestead corridor. I see that Improvements to the side walk and proper marking of the bike lanes are being looked at as important issues that need immediate attention. Since I get to observe the road traffic and student movement on the main road, bike lane and side walk for over 15 years across from Homestead High School I would like to provide some background on what I perceive as issues that could greatly affect the safety of the students.</p> <ol style="list-style-type: none"> <li>1. The bike lane on the Sunnyvale is rightly designated for exclusive use of the folks that ride the bike from 7.00 am to 6.00 pm on weekdays. This covers the working hours of the three schools that are part of the Homestead cohort. It would be helpful to mark the bike lane prominently so that vehicle drivers stay clear of the bike lanes. Unfortunately I see that most often students DO NOT use the bike lane and they tend to use sidewalks especially on the Sunnyvale side across from Homestead High. A double line to designate the bike lane would provide for an additional room for the bicyclist to be at a distance of safety from the moving vehicular traffic. I see no reason to make any changes to the exclusive use timings of the bike lane as the current timing is more than sufficient to cover the working hours of the three schools.</li> <li>2. There have been no reported traffic incidents involving students outside of the 7.00 am to 6.00 pm time frame for which the bike lane is designated for the exclusive use of the students who bike to the school. To raise any argument that changing the bike lane use timings to provide for greater safety for the students is a totally baloney. I see no justification for even thinking in this line and thus would strongly urge that the need for changing the use timing is never brought to the table for any discussion – now and in the future. Any concerns of the recreational bikers have no place in this discussion. They need to share the road with the residents. There is no two option in this regard.</li> </ol>

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129	<p>3. The students seems to lack the knowledge of basic road rules. I see students who walk to the school as well as those that bike to the school seems to totally disregard the basic road rules and expect everyone around them to look out for them to avoid any untoward incident. They are always waiting to throw the blame on the others when in reality they are the cause of it. This shows total disrespect for the vehicle drivers who are additionally burdened by the callous attitude of the students. It would be helpful to include a "Road Rule and Ethics" course as part of the curriculum in the school and make it mandatory for the students to attend few classes to get some knowledge about the basic facts. Our tax money would be better spend on educating the students rather than throw it at some private research organization who are more interested in making a quick buck in exchange for some feedback with minimal reflection on how it would affect the residents since they are not part of the community. Education is the key to success rather than wasting money on all kinds of change that were being discussed during the meeting. Educating the students on basic road rules would go a long way as it would help them behave like good citizens now and when they grow up and bring their children to the school. They will be role models to their children and to the community in which reside.</p> <p>4. As for the parents who drive their children to school – lesser said the better. Significant number of them seem to totally lack any knowledge of road rules and very often flaunt the basic road rules and thus put other drivers and students in complete danger. It would be helpful to heavily fine (up to 10x) even for small road rule infarction during the school hours and display their names along with their children name on a "wall of shame" visible to the public so that the parents make consorted efforts to follow road rules and set an example for their kids. The kids see their parents violate the rules, day in and day out, and thus they also tend to break the rules more often. Student drop-offs on the side of road in front of Homestead High – both Sunnyvale and Cupertino side of the road should be banned. Any violation should invoke a large fine. This not only blocks the bicyclist path but could potentially result in serious injury to the rider.</p> <p>5. More bikers travel the Mary road rather than Homestead road. Coming from Mary they directly enter Homestead High or turn right at Helena to get to Cupertino Middle. Thus the bike lane use on Homestead is relatively low in comparison to Mary road. Majority of the school going bikers on Homestead road rarely use the bike lane with most preferring the side walk!! Any changes to the bike lane would be futile. One option would be make a single lane of traffic on both sides of Homestead Road from Stelling Road to Belleville Way and increase the width of the bike lane so that there is significant distance between the moving vehicular traffic and the bikes. This will also help to preserve the parking space along the Sunnyvale side of the road for the residents. This should be designated as residents only parking during the bike lane use hours to discourage students from using the spot. The residents would not mind if the parking continues to be restricted to 6.00 pm to 7.00 am during weekdays and all day during weekends and holidays. This should be a good compromise and provide greater room for the bikers and improve safety.</p>

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	<p>6. Any efforts to change the bike lane use timing will be detrimental to the residents who are already putting up with the chaos during the schools hours and should not be burdened with a lack of parking for their guests during non-school hours. The residents cannot expect their guests to park their vehicles a mile from the homestead road and walk to our house. Incidentally during the meeting I observed some recreational bikers putting up a pitch to make the bike lane as an exclusive use of the bikers at all times of the day and night. I would like to reiterate that this review is look for ways to bring about safety for the students and thus there is no place for any discussion on recreational bikers agenda. Their agenda should not be entertained and the residents concern with regard to the need for parking should have the highest priority. Outside of the school hours the bike lane should be shared with residents who need the space for parking. There is no two options on this aspect. Removal of parking will greatly affect the value of the house and immensely inconvenience the residents and thus any talk of conversion of bike lane to exclusive use of bikers at all times should never be entertained. Residents need the parking space – There is no two option.</p> <p>I commend the efforts of the community and the school district for their desire to take a hard look at the traffic issues and come up with a plan to provide better safety and security to the school kids. I will be happy to discuss further if there are questions that the team needs clarity based on my comments. I can be reach on my mobile at 408-329-</p>
130	<p>I noticed something else I wanted to write in about: On Mary Ave, there are two crossing guards in the morning (at the Helena intersection). I totally get it—Mary is a busy, wide street and it probably takes two crossing guards to be seen by both sides of traffic.</p> <p>But I think the most critical intersection to have two crossing guards is at the intersection of Helena and Wright, right by the middle school. If this isn't the busiest intersection for Cupertino Middle, then it's certainly up there. And I'm sure the committee's aware that there was a student hit by a car there earlier this year.</p> <p>If there were a crossing guard posted to take care of Helena and then one to take care of Wright, they could take turns. I'll bet it would improve the flow of traffic too. I honestly don't know how the crossing guard there has handled things by himself this long. (It can't be easy at all.)</p> <p>I also wanted to mention that last year I wrote in to the City of Sunnyvale, suggesting a four way stop sign be put it at Helena and The Dalles. That intersection gets really backed up in the mornings.</p>
131	<p>I was at the meeting at Homestead High School. Since then, I noticed the difference in the striping for crosswalks in the area being discussed and many I've seen in Mountain View. The ones in Mountain View are much more noticable and obvious! I frequent the corner of Fallen Leaf and Homestead and have noticed that cars frequently do not stop at the BEGINNING of the crosswalk, but often roll into the crosswalk before coming to a complete stop. Part of this is due to not having visibility of the oncoming traffic. However, this results in not stopping until past the point that a pedestrian or bicyclist would be if crossing the street on the hike and bike trail. Perhaps better, more obvious striping would help.</p>