

John Davidson, City of San José Planning Dept.
200 E. Santa Clara St.
San José, CA 95110
via email: John.Davidson@SanJoseCA.gov
sent December 19, 2013

re: File No. PP13-085: Three Creeks Trail Pedestrian Bridge Project

Dear Mr. Davidson,

I would like to submit the following questions and comments in response to the Initial Study and draft Mitigated Negative Declaration (IS/MND) for PP13-085: Three Creeks Trail Pedestrian Bridge Project. (Note: while I've been involved with a number of groups and agencies over the years that have been involved with creeks, trails, habitats, and historic preservation, the comments herein are my personal statements and not on behalf of any group.)

In the words (and emphasis) of the Initial Study,

“I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.”

I submit that the project “potentially” may cause a “substantial adverse change” to an “object[*] of historic or aesthetic significance.” The City Council may well decide it is for the better good to proceed with the project anyway, but that decision needs to involve an open and thorough process, including the full and fair evaluation of alternative solutions, by means of a full Environmental Impact Report (EIR): it is not possible to take the loss of this historic structure and somehow “mitigate” it down to a “Less Than Significant Impact”.

The “public comment” process for this IS/MND provides one of the few opportunities for the public (including me) to formally ask questions and give comments on the City’s plans for the demolition of the trestle. I apologize in advance if some the questions are already asked by others or are addressed somewhere in the document: given the limited time for public comment (and in the midst of a busy season of the year), I have not had time to coordinate my responses with those of others.

For your convenience, I’ve tried give comments in sequential order and to indicate extracts from the IS/MND in “indented paragraphs in a blue font”, and I’ve highlighted the majority of my questions with • bullets.

Page 1-1, Section 1.7: Background and Description of the Project

The Initial Study (IS) states:

“In 2004, the City of San José completed an environmental impact assessment for the Los Gatos Creek Trail, Reach 4 project, including the existing railroad trestle ...”

The 2004 IS/MND was for the construction of a section of trail: “Reach 4” of the Los Gatos Creek Trail, from Lonus Ave. downstream to San Carlos Street. The trestle was a minor portion of the reach studied in the 2004 IS/MND, and per the evaluated plans it was to be adapted for

trail use rather than being demolished. The environmental analyses in the 2004 report were mainly concerned with other aspects of the trail alignment, as there were no in-stream repairs planned back then on the trestle.

- Was the 2004 IS/MND widely circulated?
- How was it announced to the community?
- Were there any public meetings to discuss the topic?
- Were the supporting materials made available to the public?
- Was the public invited to give comment?
- Why are there no public comments and staff replies included in the final 2004 IS/MND?
- Is there a time limit beyond which an old IS/MND is considered to be so out-of-date that it is no longer relevant?

On p. 1-3, the current IS states

“The trestle is in a state of disrepair that does not allow for bicycle and pedestrian use.”

I object to this statement on several points:

- While the trestle is in need of repair, it is currently used by pedestrians and even the occasional bicyclist: it has metal-grate “cat-walks” and wire-cable hand-rails on either side, and the trestle is regularly crossed by nearby residents en route to various businesses on nearby Lincoln Avenue. I personally have seen someone ride a mountain bike across the trestle on more than one occasion.
- The trestle is dismissed by this simple statement? It’s like saying a car is non-functional because it has a flat tire: while that too is true statement, one repairs the tire rather than using it as justification for replacing the car.

The City of San José commissioned an engineering firm, CH2M-Hill, to do a “Feasibility Study [of the] Three Creeks Trail Railroad Trestle at Los Gatos Creek”. This study, dated Oct. 8, 2012, thoroughly evaluated the trestle and described how the trestle could be restored and adapted for trail use, and for less cost than for replacing it.

- Why does the IS/MND make no reference to the Feasibility Study?
- Are its findings that the trestle is repairable accurate?
- The Feasibility Study finds that the cost of repair and maintenance of the trestle are less than the cost of replacement: are these findings accurate?

Also on p. 1-3:

“The existing railroad trestle was part of a railroad spur within the San José Willow Glen neighborhood ... The project would replace the existing wood trestle with a pre-fabricated, 210-foot-long, single-span steel truss bridge with a poured concrete deck ...”

I will have more detailed questions later, but for now:

Willow Glen is a unique district within San José, justly famous for its diverse and unique original architecture. The Trestle too is a unique original from the 1920s, of the same era as much of the heart and soul of Willow Glen.

- Would a pre-fabricated single-span steel truss bridge represent the unique, historic, and eclectic character of Willow Glen better than the trestle?

And:

“The demolition of the existing bridge would require operation of cranes, excavators, and loaders along the length of the bridge.”

PG&E has a high-voltage power crossing over the trestle: see Fig. 1.

- What precautions will be taken to avoid accidental electrocution when using cranes to remove the existing trestle?
- What precautions will be needed to avoid electrocution when using cranes to install the pre-fabricated single-span steel truss directly beneath these high-voltage power lines?
- Has PG&E been consulted regarding the proposed actions?

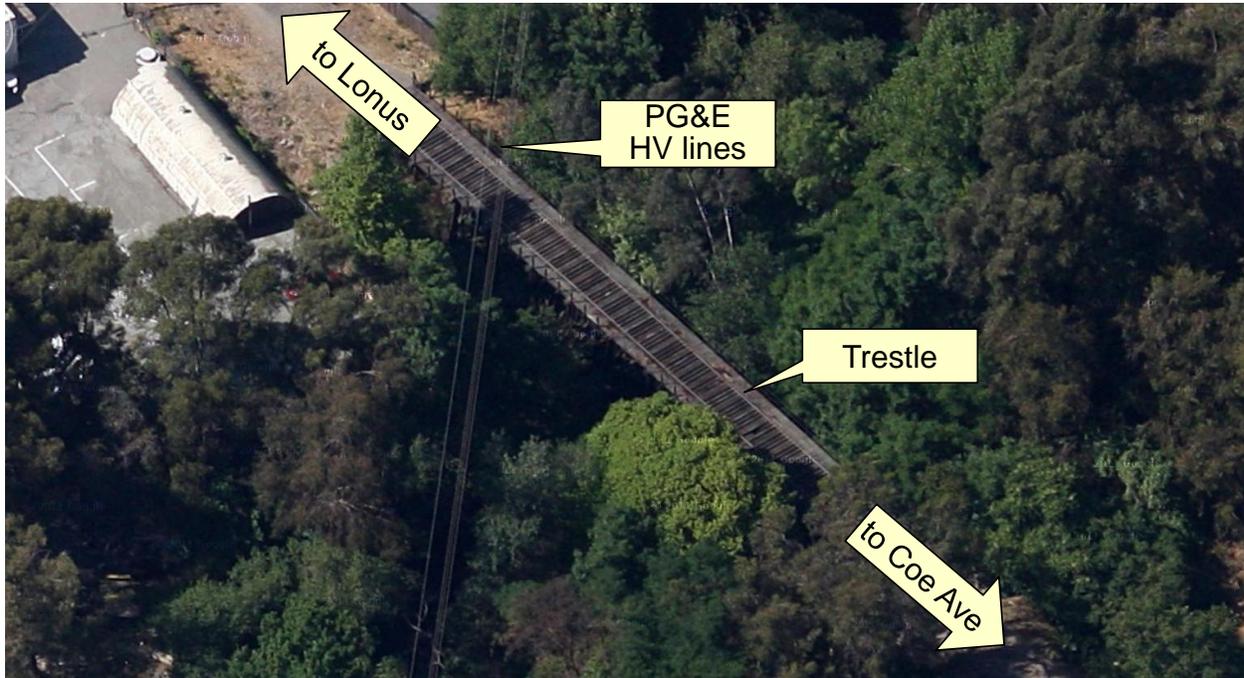


Fig. 1: Aerial view of trestle and power lines

“A work lane, approximately 20 feet wide, would be established along the upstream side of the bridge running parallel to the full length of the bridge.”

The trestle is 210' long. There will need to be an access to this work lane: I would estimate another 100' to get from the end of the railroad grade down the bank to the trestle: 310' linear total. Area = length times width = 310' × 20' = 6,200 sq.ft., or roughly a seventh of an acre – about the area of a typical residential lot.

- What are the mitigation plans for restoring this work lane back to its natural state?
- Will the heavy equipment compress the soil and affect its future suitability to support native vegetation?
- A text-search of the IS does not reveal any mention of restoration, nor of a mitigation ratio: what is the proposed mitigation ratio?

If the project mitigation ratio is 3:1, this would require the restoration of roughly half an acre; if the mitigation ratio is 10:1, the required mitigation area is nearly an acre and a half:

- Will the mitigation be on-site or elsewhere?
- What are the plans for assuring that the mitigation is successful?
- Will the City or its contactors be responsible for repairing or replacing the mitigations if they should not succeed the first time?

Bottom of p. 1-3:

“Construction is expected to begin in June of 2014 and last for approximately 4 months.”

It appears that the schedule for this project is being dictated by the timing of the funding: a Proposition-40 Roberti-Z’Berg grant worth approximately \$2 million.

- Is it true that this grant was originally given the City to help it purchase land to extend the Three Creeks Trail?
- When the City was unable to complete the original grant by the original deadline, is it true that City staff sought and received support from the public in their successful efforts to get a grant extension?
- As this extended grant deadline approached, is it true that City staff again sought support from the community in seeking a second extension?
- Is it true that this request for a second extension was too late in the State Legislative calendar for the Legislature to take action?
- Is it true that the deadline for submitting all documentation showing completion of the project is in the summer of 2015?
- What is the actual final date?

Various regulatory agencies restrict the time period over which construction can take place within a waterway: these restrictions are for the benefit of the migration and spawning of fish, nesting of birds, etc. In order to complete the project by the grant deadline, all in-stream construction has to occur in the preceding construction window: the four months beginning in June 2014.

- If there are delays in demolition or construction and the project is not completed by the Oct. 15th stopping date, would the City be able to get a waiver to continue in-stream work beyond the cut-off date?
- Would the City be able to leave the project partially finished and then resume work the following year (2015)?
- What will happen if the City has not completed the project on time: can the City receive partial payment on those portions completed, or is the entire grant in jeopardy?
- If the City has expended money on partially completing the project and then loses the grant, where would it get the money to pay for work already done?
- What other projects might be delayed or cancelled to pay for this project?
- Would the community be allowed to give input as to which other projects should be postponed or cancelled to pay for this one?
- Would the City be in a position where, after demolishing the trestle, it might be unable to pay for the pre-fabricated replacement bridge and its installation?
- What assurances can the City give the community that we won’t be left with no old trestle and also with no new replacement bridge?

Page 1-4:

“As part of the project, all required permits would be acquired before the start of construction.”

- Has the City “started” the project other than the actual construction?
- What contracts has the City signed with consultants, engineering firms, construction contractors, suppliers, or others?
- Has the City already purchased, committed to purchase, or made a partial payment towards the replacement bridge?
- Do the contracts have conditional clauses that allow the City to back out if they do not receive the needed permits?
- How much money has the City already encumbered?
- If all required permits can not be obtained in a timely manner, will the City work with the State Legislature to see if the grant could be repurposed towards some other suitable project or purpose?
- Would the City be interested in suggestions and support from the community in identifying other quickly implementable nearby worthy projects?
- When will the City formally commit to undertaking this project?
- Has the decision to proceed with this project already been made?
- Is it, in the words of one of the Councilmembers, “already a done deal”?
- Can the City legally decide on a project prior to receiving the results of the IS/MND?

Page 2-1, Section 2.1: Environmental Factors Potentially Affected

- Why isn’t the box labeled “Cultural Resources” checked to indicate that there is a “Potentially Significant Impact”?

Page 2-1, Section 2.2: Determination

I submit that the wrong box is checked: it should be the third box:

“I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.”

Page 3-1, Section 3.1: Aesthetics

The first box in line “c” should be checked: there are “Potentially Significant Impact[s]” because the project would “Substantially degrade the existing visual character or quality of the site and its surroundings”.

“LESS-THAN-SIGNIFICANT IMPACT. Although most of the trail is not visible to nearby residents, during construction some equipment may be visible. ... Replacement of the existing trestle with a usable bicycle/pedestrian bridge is expected to introduce views of Los Gatos Creek in this area to trail users, which would enhance appreciation of the creek corridor.”

Trail users would be introduced to views of the Los Gatos Creek from a restored trestle as well. Furthermore, the design of the replacement bridge does not accommodate the possibility of a mid-stream viewing area out of the way of the travel path, whereas the trestle could readily accommodate such a mid-stream viewing area – see Fig. 2: a conceptual by Jim Ammon, a San José State engineering instructor.

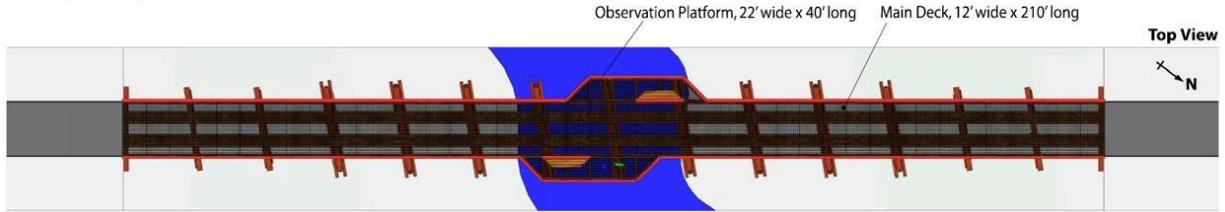


Fig. 2: Diagram showing possible mid-stream viewing platform

- At the meetings and workshops the City held this summer and fall regarding the trestle and/or the Three Creeks Trail, how many members of the public spoke out in favor of a mid-stream viewing area? How many spoke out in opposition to a mid-stream viewing area?
- Is it true that the trestle structure has sufficient width at the top to accommodate a mid-stream viewing platform?
- Would a mid-stream viewing platform interfere with the structural integrity of the pre-fabricated steel-truss replacement bridge?
- What would it cost to modify the design of the steel-truss replacement bridge so as to accommodate a viewing area that is out of the way of the through trail traffic?

The IS/MND only discusses the view from the nearby residences, and then mainly during the construction phase: there is no mention of the trail-users' experience. The trestle intersects the planned extension of the Los Gatos Creek Trail. Trail users going south from downtown San José will cross under I-280 to the current terminus at Lonus Street, and then continue on a new trail behind the businesses and along the top-of-bank to the junction with the Three Creeks Trail – see Fig. 3. Figure 4 shows the view of the trestle from that point: it would be a fitting and iconic gateway to Willow Glen. As mentioned at the beginning of this letter, the 1920's trestle gives a fitting welcome to the 1920's-era community of Willow Glen, a community whose very existence as an independent town in the 1920's is due to the impact of the railroad. (For background information, please see "Touring Historic Willow Glen – Ten Walking Loops", available at Hicklebees and at the SJ History Park.)



Fig. 3: Trestle in relation to planned and existing trails



Fig. 4: View of the Trestle from the planned Los Gatos Creek Trail

- When evaluating “the existing visual character or quality of the site and its surroundings”, why does the IS/MND only consider the impact on adjacent residents and views

from state scenic highways, rather than also evaluating the impact on the users of the trail?

- What would be the experience of a trail user going southwest on the Los Gatos Creek Trail and coming up to the planned pre-fabricated steel-truss bridge?
- What would be the experience of a trail user going southwest on the Los Gatos Creek Trail and coming up to a restored wooden trestle that has been adapted for trail usage?
- Is Willow Glen better characterized as more of a “modern, bustling” district in San José or more of a “neighborhood village of the era between-the-Great-Wars”?
- Would a new pre-fabricated steel-truss bridge or a restored wooden trestle be more representative of the character of the Willow Glen district?

Point 3.1.1, Setting:

“... there is no current use of the bridge by nearby residents.”

The City may not wish to acknowledge them, but there is often a large homeless encampment in the vicinity, and these nearby residents often cross the trestle to reach various businesses on Lincoln Avenue.

Page 3-10, Section 3.4.2: Impact Analysis

“Although the proposed project would not result in long-term impacts on salmonids, construction of the project could result in significant short-term impacts on these species. In addition, impacts on water quality during construction would also affect salmonids.”

The trestle timbers are treated with creosote. While this may have contaminated the water in the stream when initially installed, much of the harmful material that might leach off has already leached off in the past 90-some years. The act of removing a timber can create a worse hazard by scraping off chips of contaminant and by disturbing the surrounding soil: it may be best “to leave well enough alone”.

The IS lists a number of means for removing the pilings from the streambed and a number of measures to mitigate the impact of the removal.

- Will the contractor be held responsible for following all of the required mitigations?
- Will the City have an inspector on-site at all times to assure compliance?
- Will the contractor employees be adequately trained in the handling of potentially toxic materials in a sensitive habitat?
- Will the removal of the pilings disturb the surrounding soil?
- Has the City or contractors analyzed the soil surrounding the pilings, both on the surface and at depth, to look for toxics that may be disturbed by the removal of the pilings?
- Even if the stream water is directed away from the pilings during removal, the surrounding disturbed soil is subject to erosion when the stream is returned to its normal channel or in a rain: how can the City be assured that toxic contaminants do not enter the stream then?

The removal of the timbers is likely to release chips of surface material. These chips can look like food to the fish in the stream, and studies have shown a high mortality rate when the fish ingest the chips.

- How will the contractor assure that chips of toxic materials do not enter the stream?
- Chips may scatter over nearby ground or vegetation, and may enter the stream during a later rain: how will the contractor assure that that does not happen?
- Will the contractor use vacuum-suction around the piling and other timbers to assure that any chips that may be generated are not released into the environment?

Page 3-13, Section 3.5: Cultural Resources

I submit that the project will have a “Potentially Significant Impact” and will “Cause a substantial adverse change in the significance of a historical resource”.

“A formal search of resources within and adjacent to the project site was previously completed for the Los Gatos Creek Trail, Reach 4 IS/MND using the California Historical Resources Information System, Northwest Information Center. The results from this search indicated that there were no recorded sites within the project area or within 0.25 mile of the project. In addition, a bridge evaluation was conducted to determine if the trestle itself was eligible for listing on the National Register of Historic Places. The evaluation concluded that the bridge is an example of a common type of trestle, and was not associated with important events or persons in local history. The State Historic Preservation Officer concurred that there would be no impacts on historic properties.”

New information has been discovered since the 2004 report was written: the archives from the Town of Willow Glen were discovered in 2008 or '09 in a warehouse and have subsequently released for public viewing at the California Room in San José’s M.L.King Jr. Library.

Longtime local resident and amateur historian Jean Dresden has uncovered a significant amount of history pertaining to the trestle:

- The design by Western Pacific of this trestle is unusual: it was “undersized” due to limitations just after World War I, resulting in it being unsuitable for use in a “shared” system with the Southern Pacific passenger line.
- The trestle enabled Western Pacific to profitably move produce to and from the numerous canneries in Willow Glen and nearby San José: these profits helped Western Pacific emerge from bankruptcy and to grow to become a viable competitor to the monopolistic train systems of the time.
- The trestle is unusually tall for a simple “pile-and-cap” structure.
- Because of its unusual structure, the trestle had to be traversed at an usually slow speed – less than 10 m.p.h.
- The slow speed of the trains meant long waits at the at-grade crossings which spurred the residents of Willow Glen to object to subsequent plans by Southern Pacific to also build tracks in the vicinity with at-grade crossings. The conflict between residents and Southern Pacific spurred the local residents to incorporate into the Town of Willow Glen, and to fight Southern Pacific all the way to the State Supreme Court in order to get grade-separated crossings.

If the trestle had been a “common type trestle”, the “grade-separation” movement might not have arisen and the independent Town of Willow Glen might not have been formed.

- In light of this newly found information, would the City and its consulted experts want to reevaluate their statements that this is just a “common type trestle”?
- What is the height of the tallest still-standing “pile-and-cap” wooden trestle in California?
- Does a structure have to be “eligible for listing on the National Register of Historic Places” to be deemed “historic”?
- Would a structure be considered “historic” if it were recognized by the California Office of Historic Preservation?
- Would a structure that was responsible for the formation of the relatively important and successful town of Willow Glen be eligible for listing with the State of California?
- Can the City confirm or refute the statement that this trestle played a significant role in the financial survival of the Western Pacific Railroad, which later grew to the point that it was able to challenge the near-monopoly of the Southern Pacific Railroad on rail service for northern California?
- Would the canneries of San José have thrived without the efficient transport provided by the Western Pacific Railroad?
- What are the contingency plans for the City if it were to accept the IS/MND and state that the demolition of the structure could be mitigated, and then it was later established that the structure was indeed historic?
- What would happen if the City actually went ahead and demolished the trestle and then it was established that the structure was historic?

As an avid bicyclist who has quite thoroughly explored the San José area, both on- and off-road, and who also collects and reads old street maps, I am aware of only two remaining wood trestles in San José. Both of these trestles are on the Western Pacific “Willow Glen Spur” (then called the “Belt Line”): the trestle destined for demolition in this IS/MND, and its sibling where it crosses the Coyote Creek near Story at Senter. (And that sibling trestle is also endangered, as the Envision 2040 general plan update identifies its alignment for the future extension of Senter Road.) There were other trestles in San José, but many of them have been replaced with more modern structures (e.g., the Caltrain line over the Guadalupe River near Julian), or have been removed when the line was abandoned (e.g., the tracks upstream of Los Gatos towards Lexington).

A restored trestle would make for a perhaps unique trail experience in San José:

- How many wooden train trestles were built in San José?
- How many wooden train trestles remain in San José?
- How many of the remaining train trestles are now incorporated into the bicycle/pedestrian trail system?
- How many of the remaining train trestles could at some time in the foreseeable future be incorporated into the bicycle/pedestrian trail system?
- Where currently is the trail-accessible wooden trestle that is closest to downtown San José?

My wife and I have traveled to different parts of the country to bike on various trails, including restored train trestles in both Washington State and in Pennsylvania. And we are not alone: the

residents of the Pittsburgh area are rightfully proud of “The Great Allegheny Passage” rail-to-trail, and a number of small towns along the trail appear to be thriving in large part based on the bike tourists’ dollars.

- San José has a very respectable network of trails and park chains: has it ever considered featuring them in the City’s travel promotions?
- Would a restored trestle across the creek make the Los Gatos Creek Trail attractive to visitors and tourists?
- Would replacing the trestle with a pre-fabricated single-span steel-truss bridge improve the attractiveness to visitors and tourists?

Page 3-17, Section 3.7.2: Greenhouse Gas Emissions

Neither the trestle nor the replacement bridge will emit greenhouse gases (GHG). However, there is also the GHG footprint involved in the manufacture, assembly, transport, and installation of the bridge.

- What is the source of the steel for the replacement bridge?
- What is the GHG impact of shipping the steel from the source to the bridge manufacturer?
- Where is the bridge manufactured?
- How is the bridge transported from the manufacturer to the project site?
- What is the total GHG impact of the mining, smelting, forming, assembly, transport, and installation of the replacement steel-truss bridge?
- What would be the total GHG impact of patching the damaged beams in the existing trestle, replacing the bolts, and adding decking and railing?

Page 3-18, Section 3.8: Hazards and Hazardous Materials

The pre-fabricated steel-truss bridge is to have a “weathering steel” finish.

- Does this finish release materials that may wash off into the stream?
- A weathered-steel finish is easily tagged with graffiti, and hard to clean: is the impact of trying to maintain the bridge free of graffiti included in the analysis of hazardous materials?

Regarding the wood in the trestle:

Demolition of the existing bridge structure would generate a large amount of treated wood waste, primarily wood treated with creosote. ... Label all treated wood waste shipments with “Treated Wood Waste – Do not burn or scavenge.”

- What is the type of wood that was used to construct the trestle?
- Given the date of construction and availability of local resources, is it likely that some or much of the structure is old-growth redwood?

The trestle has a pair of “stringers” – 200'-long linear “girders”, each made 4 beams, each 20" × 8": that works out to be in excess of 20,000 board-feet of lumber. The stringers appear to be old-growth redwood.

- Are the stringers made of old-growth redwood?
- What would be the value of 20,000 board-feet of old-growth redwood lumber?

- Would it even be feasible in the present time to acquire old-growth redwood?
- Is old-growth redwood considered a “renewable resource”?

Page 3-21, Section 3.9: Hydrology and Water Quality

“[Would the project] Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?”

The trestle has pilings in the creek channel. These pilings sometimes catch debris (e.g., fallen trees) that flowed from upstream. This caught debris can cause water to back up. If the debris were not caught here, it might flow further downstream, where it might catch on another structure.

- Given the width and depth of the channel by the trestle, is it likely that debris caught on the pilings would cause the creek to flood over the top-of-bank?
- Does the City have any analyses indicating that there is a danger of flooding from this portion of the Los Gatos Creek?
- If the debris were to catch on a downstream bridge (e.g., the railroad bridge near San Carlos Street), would it be likely to cause a flood there?
- Has the City obtained a hydrology study that shows that the removal of the trestle will not increase the danger of downstream flooding?

Page 3-21, Section 3.9.1: Setting

“There are two dams located on the creek: Lexington Reservoir and Lenihan Dam are located upstream of the Town of Los Gatos, and Vasona Dam and Reservoir are located in the Town of Los Gatos.”

There are two additional dams:

- Lake Elsmann Dam
- Williams Reservoir Dam.

Other thoughts and comments:

I have run out of time for reviewing the IS/MND and giving comment. This review period was scheduled at a very busy time of year, when folks are busy finishing year-end projects at work, and writing Christmas cards and attending parties at home.

- Was the review period of this IS/MND dictated by the deadline of the grant and the time needed by the consultants to prepare the draft IS/MND, or was it an attempt to limit the number of questions and comments submitted by the public?

I am sorry to have even thought the above question, but the City has not shown a “pride of ownership” with this project. If the City planners and elected officials felt that this was a worthy project, they would have promoted the plans, invited folks to participate, and generally involved the community in the decision, rather than trying to “sneak” it past the public and have it approved by City Council before the public was even invited to become involved. And this is not just my observation: it was even the point of a full editorial in the San José Mercury News (July 16, 2013).

- What will be the impact of this project on the level of public participation in, and support of, future projects?

- What will be the impact to the future success-rate for winning competitive grants from other agencies and entities?

In conclusion...

The proposed pre-fabricated single-span steel-truss bridge is most likely a nice enough bridge, and one that would be most welcome at a number of other locations in the area: it could even be used on the Los Gatos Creek Trail to provide connectivity to the Guadalupe River Trail at Confluence Point Park. It's just that we in Willow Glen already have a bridge at the junction of the Los Gatos Creek Trail and the Three Creeks Trail – a really nice old wooden trestle. Like many of the homes and shops in the surrounding community, it is in need of some repair – and the City-commissioned Engineering Report documents exactly how to do it, down to the last nut and bolt! – and, like the homes and shops here, it is also unique and full of history and character. To simply dismiss it with the single statement, “The project will not have a significant impact on cultural resources, and therefore no mitigation is required” does it a grave disservice.

I respectfully request that the Initial Study be amended to reflect that “the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.”

Thank you.

Dr. Larry Ames,

Chair, District 6 Neighborhood Leaders Group (D6NLG)
 past member, Santa Clara Valley Water Dist. (SCVWD) Environmental Advisory Cmte
 past member, Los Gatos Creek Streamside Park Committee
 past president, Willow Glen Neighborhood Association
 past chair, Santa Clara County Parks and Recreation Commission
 and a friend of the Willow Glen Trestle: Larry@WGTrestle.org

cc: San José Planning Director Joe Horwedel; Dept. Dir. Laura Prevetti
 the Community: D6NLG
 Creek & Trail Advocates: Save Our Trails; Friends of the Willow Glen Trestle;
 Friends of the Los Gatos Creek; Citizens for a Livable San José (CalSJ)
 SCVWD: Boardmember Barbara Keegan; staff Sarah Young, Sue Tippets
 San José Parks, Recreation & Neighborhood Services (PRNS):
 Director Julie Edmonds-Mares, Deputy Director Matt Cano, trails Yves Zsutty
 San José Transportation Dept.: Director Hans Larsen, bikes John Brazil
 Engineers: CH2M-Hill: Program Manager David Von Rueden; SJ State: Jim Ammon
 Environmental: Shani Kleinhaus (Audubon Society); Richard McMurtry; Terri Balandra;
 Alice Kaufman & Jeff Segall (Committee for Green Foothills); Trish Mulvey
 Historians: Jean Dresden (Willow Glen), Brian Grayson (PAC*SJ), Steve Cohen (SJ),
 Susan Blake (Campbell), April Halberstadt (County), Wayne Donaldson (State)
 Legal: Susan Brandt-Hawley, CEQA
 Media: Barbara Marshman, Carol Rosen, Janice Rombeck, Mary Gottschalk