

**Changes Made Between the December 14, 2018 and January 25, 2019
Junipero Serra Trail Feasibility Study**

- Addressed BPC comments received at 12/19/18 meeting:
 - Page 14, Site Analysis Plan – “Because a class I multi-use trail is desired to meet the goals of the City’s bicycle and pedestrian policies, a minimum 14’-0” overall trail width would be required.”
Revised “required” to “preferred” since many/most trails are not 14’ wide.
- Page 25, PG&E – Updated the 2nd paragraph to reflect latest information from PG&E and the mapping of the PG&E easement:
 - “For these wires, 12’-0” vertical and 6’-0” horizontal clearance is required, pending final confirmation from PG&E.”:
Removed underlined segment.
 - “The PG&E easement on both sides of De Anza Boulevard is currently being mapped to better understand the location and width of the easement. Due to the uncertainty surrounding the easement and potential infeasibility of a bridge or tunnel, an at-grade crossing option has been evaluated and is discussed further in Chapter 4.”
Revised to “The PG&E easement on both sides of De Anza Boulevard was mapped to better understand the location and width of the easement. With this supplemental mapping, it was determined the various crossings under consideration were feasible. See chapter 4 for further discussion.”
- Page 26, Santa Clara Valley Water District (SCVWD) – “Without a guardrail, the steep drop-off adjacent to the trail would be hazardous and therefore cannot be recommended.”
 - *Revised to “The steep drop-off adjacent to the trail edge would typically be mitigated with a guardrail.”*
 - *As directed by Council on 5/21/19, further revised to “The steep drop-off adjacent to the trail edge is recommended to be mitigated with a guardrail”.*
- Page 28 & 29, Technical Advisory Committee (TAC) – Updated agency sections to reflect latest information from TAC members:
 - Santa Clara Valley Water District, 1st bullet point: *Added “SCVWD would quit claim and transfer right-of-way to the city in the event the channel is covered.”*
 - Caltrans, 2nd bullet point: *Added “Encroachment may occur at De Anza Boulevard depending on which alternative is pursued.”*

- Page 29: Added “Bicycle Pedestrian Commission (BPC)” section to reflect commissioners actions made at 12/19/18 meeting.
- Appendix: Added City of Cupertino Responses to TAC Comments