

**Four Cities Coordinated  
Stevens Creek Trail Feasibility Study**

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**Trail Routes Wrap-up  
Joint Cities Working Team Meeting Minutes**

MEETING LOCATION: Sunnyvale Community Center  
Neighborhood Room

MEETING DATE: May 12, 2014

MEETING TIME: 7:30 p.m. to 9:30 p.m.

**ATTENDANCE:**

**Elected Representatives**

Councilmember Orrin Mahoney, Cupertino  
Councilmember Ronit Bryant, Mountain View  
Councilmember Tara Martin-Milius, Sunnyvale  
Councilmember Jeannie Bruins, Los Altos  
Nai Hsueh, Director, Santa Clara Valley Water District

**Staff Members**

Kent Steffens, Director of Public Works, Sunnyvale  
Manuel Pineda, Assistant Director of Public Works, Sunnyvale  
J.P. de la Montaigne, Community Services Director, Mountain View  
Gail Seeds, Park Restoration and Improvement Manager, Cupertino  
Cedric Novenario, Transportation Projects Manager, Los Altos  
Pat Showalter, Senior Project Manager, Santa Clara Valley Water District  
Jane Mark, Senior Planner, Santa Clara County, Parks and Recreation Department  
Will Fourt, Park Planner, Santa Clara County, Parks and Recreation Department

**Consultants**

Jana Sokale, Principal Planner, Sokale Environmental Planning  
Bruce Hill, Principal Landscape Architect, Hill Associates  
Po Chen, Structure Division Manager, Mark Thomas & Company

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**These meeting minutes, if not corrected at the next meeting by any party in attendance, shall be acknowledged as an accurate report of the events that transpired at this meeting.**

**I. Welcome Back**

The Citizens Working Group reconvened on May 1, 2014 and the Joint Cities Working Team on May 12, 2014 after a brief break during late winter.

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### II. Update on Trail Feasibility Study

The administrative draft feasibility report is nearly ready for staff review. During the break from working meetings the consultant team was investigating additional routing options and facility improvements in the following locations:

- I-280/Foothill Expressway
- SR85/Stevens Creek Boulevard
- Grade-separated crossings at Fremont and Homestead near Bernardo
- Grade-separated crossing of UPRR and trail staging area off Stevens Creek Boulevard to Rancho San Antonio County Park
- Grade-separated crossing of Stevens Creek Boulevard at Blackberry Farm Golf Course

### III. Findings from the Additional Investigations

- **Grade-separations of Fremont Avenue and Homestead Road at Bernardo** – Caltrans recently completed ramp widening and metering along SR-85. The improvements at Fremont Avenue appear to maintain sufficient width to allow support columns for a trail overcrossing within the right-of-way parallel to northbound onramps. This overcrossing would span Fremont Avenue and touch down in the open space between Bernardo and the soundwall south of Fremont Avenue. A pedestrian overcrossing is also potentially feasible immediately north of the Homestead Road bridge spanning SR85. This could potentially be accomplished one of two ways: a new free-standing overcrossing parallel to Homestead Road or widening of the existing Homestead Road bridge to the north. This overcrossing would connect trail users to the new pathway improvements on the north side of Homestead Road that extend between Stevens Creek and Grant Road. The grade-separated crossings could be developed with or without a separate pathway along the length of Bernardo.
- **I-280/Foothill Potential Improvements** – A separated pathway paralleling Foothill Expressway to the west may be possible from Grant Road to Cristo Rey Drive. Sufficient County Roads right-of-way exists to support a trail. The I-280 overpass spanning Foothill would need to be widened to the west to accommodate a new pathway. Widening is recommended as well to improve conditions for road cyclists. All traffic entering and exiting the freeway would also need to be controlled to improve conditions for bicyclists and pedestrians. These improvements would include squaring up the intersections and eliminating free right-hand turns. A traffic study for these changes would be required. At Cristo Rey Drive trail users would be directed into existing bicycle lanes on Foothill Boulevard and Stevens Creek Boulevard, both designated truck routes.
- **Grade-separation of Stevens Creek Boulevard** – The City of Cupertino acquired the last parcel in the Stevens Creek Corridor Park this spring. The

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parcel located at 22050 Stevens Creek Boulevard is situated between Stevens Creek and the Blackberry Farm Golf Course. Investigations are ongoing into how this new opportunity may support a grade-separated crossing of Stevens Creek Boulevard.

- **Grade-separated crossing of UPRR with access to Rancho San Antonio County Park** – A grade-separated crossing of the UPRR line serving Lehigh Quarry and Cement Plant is feasible. The route takes advantage of the existing topography where the rail line is cut into the hill to span the tracks. However, the route requires land owned by Santa Clara County Roads and Airports Department and UPRR. The trail would serve as an access to Rancho San Antonio County Park.
- **SR85/Stevens Creek Boulevard Potential Improvements** – Improvements were investigated at the SR85/Stevens Creek Boulevard intersection. Most of the traffic is controlled through this area. The overcrossing has sidewalks and bicycle lanes. Improvements through this area are limited to modest on-street enhancement the visibility of these facilities for all users – automobile drivers, bicyclists and pedestrians.
- **Other Routes Considered But Deemed Infeasible** – Many other routes were investigated but determined to be infeasible. The routes include:
  - ❖ **At Foothill/I-280**
    - East Side Pathway along parallel to Foothill Expressway to Pedestrian Path behind Soundwall to Starling
    - West Side entering I-280 Cloverleaf to UPRR to California Water Service lands to Cristo Rey Drive
    - West Side entering I-280 Cloverleaf to Tunnel beneath Foothill to Bridge over UPRR to Baxter to Creston
  - ❖ **At Homestead/SR85**
    - Homestead Overpass landing in cloverleaf to south side bridge widening to Maxine
    - Homestead Overpass landing in cloverleaf to new ped/bike bridge parallel and south of Homestead to Maxine
- **Routes Still Under Study** – The recent acquisition of the property adjacent to Blackberry Farm Golf Course has allowed for further study of these options:
  - ❖ **At Stevens Creek/Blackberry Farm Golf Course**
    - Tunnel to Stevens Creek Trail at Stockmier
    - Tunnel to Stevens Creek Trail at Blackberry Farm Golf Course Parking

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### IV. Trail Routes Wrap-up and Citizens Working Group Feedback

A listing of all trail segments studied was briefly reviewed. At the last meeting in 2013 the list included technically feasible alignments, alignments needing more study and infeasible alignments. This list has now been reduced to two categories due to the additional investigations presented this evening. The two categories include feasible alignments and infeasible alignments. All feasible alignments will need further study and development through a trail master plan, but have been deemed technically feasible to merit such additional investigations.

A handout and map of potential alignments for completing the Stevens Creek Trail was introduced for purposes of beginning the discussion in light of the feasibility study findings. The alignments included the longest pathway separated from automobile traffic, use of the creek corridor and city street facilities, an alignment using only city streets and other options. The segments of the trail could be combined in a variety of ways to complete the Stevens Creek Trail. The concept of connector routes to guide bicyclists and pedestrians to the creek corridor was also discussed.

Councilmember Mahoney felt as though the Fremont to Grant route was out of the way.

Councilmember Bruins felt as though the routes should clearly demonstrate the trade-offs between routes on collector streets and those that could use residential streets.

Councilmember Mahoney felt that a Highway 280 overcrossing was too expensive given the recent construction of the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue.

Councilmember Martin-Milius wanted to hear the thoughts from the Citizens Working Group.

Councilmember Bryant thought that all the cities could agree to build the trail segment from Heatherstone to Fremont Avenue through the 22 acres along the creek corridor. She also thought that each city needed to do the heavy work of defining the alignment within the respective city limits as Mountain View has done over the years.

Councilmember Mahoney believed the four cities had come together to study closing the trail gap and needed to work together on a preferred approach.

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Councilmember Martin-Milius believed all the cities could benefit from Mountain View's experience of successfully developing the trail to Heatherstone.

Councilmember Mahoney was OK with the Foothill alignment, but would also be satisfied with phasing the project.

Councilmember Martin-Milius liked the concept of phasing and noted that the Mary Avenue Street Space Project would be developing and resulting bicyclist and pedestrian use of the area may weave into the selection of a trail alignment.

Councilmember Bruins felt as though the alignment should also highlight opportunities for wayfinding to the creek corridor portions of the trail in Mountain View and Cupertino. She felt as though Bernardo, Belleville and Fallen Leaf all offered the potential to help Sunnyvale and Los Altos residents access the trail extending through creek corridor.

Director Hsueh noted that SCVWD supports creek trails. She felt as though more detailed study through a master plan may be needed before making a preferred trail alignment decision.

All members of the Joint Cities Working Team would like to hear the thoughts of the Citizens Working Group and staff after their review the Trail Feasibility Report.

Councilmember Bruins hoped to leverage Mountain View's staff expertise in this arena.

### **V. Next Steps**

Distribution of the Draft Feasibility Report.

### **VI. Adjournment**

The meeting was adjourned at 9:30 p.m.