

Item IV.B and C – Potential Alignments for Completing the Stevens Creek Trail

Trail Alignment Alternatives

Highlighted Colors Correspond to Alignment Summary Map

• Creek Corridor Trail and Longest, Separated Pedestrian/Bicycle Path

Creek Corridor Trail (entire length)→Fremont Avenue Overcrossing→Bernardo Avenue Multi-use Path (Bernardo reconfigured to eliminate some parking or a lane of travel)→Overcrossing at SR85 (widen existing Homestead Road bridge or new parallel overcrossing to the north of Homestead Road)→Multi-use Path on Homestead Road→Multi-use Path parallel to Foothill Expressway→Foothill Blvd. Bike Lanes→Stevens Creek Boulevard Bike Lanes→existing Multi-use Path through Stevens Creek Corridor Park in Cupertino

• Creek Corridor Trail to City Streets

Creek Corridor Trail (entire length)→Highway 85 Trail Underpass→Multi-use Path parallel to Fremont Avenue→Belleville/Fallen Leaf Routes→Multi-use Path on Homestead Road→Multi-use Path parallel to Foothill Expressway→Foothill Boulevard Bike Lanes→Stevens Creek Boulevard Bike Lanes→existing Multi-use Path through Stevens Creek Corridor Park in Cupertino

Connector routes would all receive modest on-street improvements to facilitate wayfinding to the creek corridor and multi-use paths.

• Partial Creek Corridor Trail to Mary Avenue

Creek Corridor Trail (approx. ½ length of corridor)→Remington Drive→Mary Avenue Bike Lanes→Don Burnett Bicycle-Pedestrian Bridge→Mary Avenue Bike Lanes→Stevens Creek Boulevard Bike Lanes→existing Multi-use Path through Stevens Creek Corridor Park in Cupertino

Connector routes would all receive modest on-street improvements to facilitate wayfinding to the creek corridor and bike paths.

• All City Streets

Dale/Heatherstone Overcrossing of SR85→Heatherstone Way→Knickerbocker Drive Bike Lanes→Mary Avenue Bike Lanes→Don Burnett Bicycle-Pedestrian Bridge→Mary Avenue Bike Lanes→Stevens Creek Boulevard Bike Lanes→existing Multi-use Path through Stevens Creek Corridor Park in Cupertino

Mary Avenue to receive bike lanes and on-street improvements through the Mary Avenue Street Space Allocation Project.

• Other Long Range Connections

The feasibility study identified two Highway 280 Overpass locations that are potentially feasible for providing a more direct route to the Stevens Creek Corridor Park and Trail in Cupertino.