

AGENDA

Stevens Creek Trail Joint Cities Working Team (JCWT)

August 5, 2015

3:00 PM

Mountain View Senior Center

266 Escuela Avenue

Mountain View, CA 94040

Continuance from July 24, 2015 JCWT Meeting

CALL TO ORDER

GENERAL BUSINESS

1. Brief overview of July 20, 2015 and July 24, 2015 JCWT meetings
2. Conclude Discussion of Alignment Recommendation(s)
3. Develop Outline for Council Presentation Package
4. Discuss process map and future meetings (as-needed)

NON-AGENDA ITEMS AND COMMENTS

ADJOURNMENT

Stevens Creek Trail Feasibility Study
Joint Cities Working Team
Summary of Discussions at July 20 and 24, 2015 Meetings

July 20, 2015 Meeting

Study Segment 1 – Dale/Heatherstone to Fremont Avenue

Areas of Agreement

- The preferred Stevens Creek Trail (SCT) route in this segment is an off-street trail through existing open space areas along Stevens Creek.
- Steps to preserve and enhance the riparian habitat along the Creek in this segment should be included as part of master planning for the trail project. Special attention should be paid to narrow areas where new bridges or structures are needed to traverse the Creek.

Areas for Further Discussion

- Connections to the trail:
 - A connection to Mountain View High School via a new bicycle/pedestrian bridge over Highway 85 near Bryant Ave. in Mountain View
 - A connection to West Remington Drive in Sunnyvale via a new bicycle/pedestrian bridge over Stevens Creek
 - Connections to Fremont Avenue east and west of Highway 85
 - Crossing of Fremont Avenue – overpass at Bernardo and/or underpass below SR85 connecting to Fremont Avenue. Connection at Mockingbird Lane
 - Long-term concepts regarding Fremont Avenue Bridge Replacement

Study Segment 2 – Fremont Avenue to Homestead Road

Areas of Agreement

- If an off-street trail on Bernardo Avenue were selected as the preferred route the group acknowledged that detailed traffic studies of this alignment would be needed prior to making any decisions about implementation. Every effort should be made to minimize impacts to nearby residents by preserving parking where feasible. Special attention should be paid to making safety enhancements for bikes and pedestrians near Cupertino Middle School and managing traffic during school pick up and drop off times.
- Alignments considered in the feasibility study but not selected as a preferred route should be evaluated for modest bicycle/pedestrian improvements.

Connection to Ranch San Antonio County Park

Areas of Agreement

- The preferred route from Blackberry Farms to Rancho San Antonio County Park is using the existing Stevens Creek Boulevard on-street bike lanes and then continuing west via an off-street trail along the north side of Stevens Creek Boulevard starting near Stonebridge. This route would include a new bike/pedestrian bridge over the Union Pacific Railroad tracks and connect to the Hammond-Snyder Loop Trail in Rancho San Antonio County Park.
- This route is considered an important recreational amenity for the community but is not considered part of the Stevens Creek Trail.

Areas for Further Discussion

- A staging area is recommended with parking, restrooms, and signage on County Roads and UPRR land south of the new bridge.

July 24, 2015 Meeting

Study Segment 3 – Homestead Road to Stevens Creek Boulevard

Areas of Agreement

- The preferred route in the short term is using the existing on-street bike lanes and off-street trail segments along Homestead Road and Grant Road to Foothill Expressway, establishing a new off-street bike pedestrian trail along Foothill Expressway under Interstate 280 to Starling Drive, then continuing south along Foothill Boulevard using existing on-street bike lanes to Stevens Creek Boulevard. The route would continue east on Stevens Creek Boulevard using existing on-street bike lanes to Blackberry Farm.
- In the long-term, should land use conditions change (such as the Union Pacific Railroad property become available as a trail route or Caltrans rebuilds the I-280/SR 85 interchange) other routes that provide more off-street trail segments, or a more direct route to Blackberry Farm should be studied in the future.
- Public land should be protected for possible future trail implementation

Areas for Further Discussion

- Once a preferred route for Study Segment 3 is selected, more discussion is needed on whether there is support to widen Homestead Road Bridge spanning Highway 85.

Reference #	Route Description							Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	
STUDY SEGMENT 1: Dale/Heatherstone to Fremont Ave.								
1	Off-street creek corridor to Fremont Avenue	2	1		1			<ul style="list-style-type: none"> We heard again & again how the public treasures the off-street trail that we currently have. We want it to extend as far as possible. Also, there is wonderful open space that will be connected with this. This segment needs to connect with the next one, but as much as possible the creek-side route is the best. safest, most bike/ped friendly; environmental issues along creek; emergency access?; parking pressure in neighborhoods?
2	Neighborhood greenways on the west side of Hwy 85 (e.g., Franklin, Diericx, Lubich, Brower, etc.) to Class II bike lanes on Bryant and Truman			2	2			<ul style="list-style-type: none"> next 3 options okay if safer routes are not possible or in addition the off-street corridor only if we can't made the creekside trail work AND/Or the provide connections Implementation of any improvements along this segment can be pursued by the City as part of their Ped/Bike MP, but not as part of a SCT project
3	Neighborhood greenways on the east side of Hwy 85 (e.g., Heatherstone, Knickerbocker, Mockingbird) to Knickerbocker/Bernardo Bike Lanes			2	2			<ul style="list-style-type: none"> Implementation of any improvements along this segment can be pursued by the City as part of their Ped/Bike MP, but not as part of a SCT project only if we can't made the creekside trail work AND/Or the provide connections

Reference #	Route Description						Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	
STUDY SEGMENT 1: Dale/Heatherstone to Fremont Ave.							
4	On-street existing or future Class II bike lanes (e.g., Knickerbocker, Bernardo, West Remington, Fremont, Mary)		1	1	2		<ul style="list-style-type: none"> only if we can't made the creekside trail work AND/Or the provide connections Implementation of any improvements along this segment can be pursued by the City as part of their Ped/Bike MP, but not as part of a SCT project
5	Other (describe in notes)			1			<ul style="list-style-type: none"> We may decide that we want to have multiple routes per segment, because the need to make people more comfortable on bikes is so vital to getting them out of their cars and this is such a serious transportation issue. Assuming a Remington Access point, enhancement to immediate adjacent area could be coupled with a SCT project. Want to hear the thoughts of other committee members on this particularly those in affected jurisdictions. Mostly neutral with concerns grounded in public input comments.

Reference #	Route Description						Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	
STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.							
6	Pedestrian/Bike Path along Bernardo Ave. along sound wall (2-way traffic continues, parking removed)		2	2	1		<ul style="list-style-type: none"> This is the recommendation of the Citizens Working Group and I have a great deal of respect for their opinion. Since we can't have a creek-side trail in this segment yet, we should try to construct a good bikeway on both sides of Hwy 85. The configuration (1-way or 2-way) deemed most feasible should be used. Neutral as to which one creates a safe route to school; slows traffic; informal parking count at night ~8-13 Full road separation is worth a careful examination. Study needs to be done to determine which, if either, is viable
7	Pedestrian/Bike Path along Bernardo Ave. along sound wall (1-way traffic north, parking remains)		1	1	2		<ul style="list-style-type: none"> residents are dead set against this
8	Pedestrian/Bike Path along Fremont Ave. to Grant Rd./Foothill Blvd.			2	1	1	<ul style="list-style-type: none"> not really on SCT More appropriate to explore as a spur trail to Rancho San Antonio

Reference #	Route Description	Support Level						Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	
STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
9	Neighborhood greenways on the <u>west</u> side of Hwy 85 (Fallen Leaf)	1		2	1			<ul style="list-style-type: none"> This is the best alignment, but it faces severe opposition from several neighbors. Ways to include bike lanes without disrupting front yards and removing as few trees as possible should be considered. Most of the safety issues the neighbors are worried about have not developed in the MV section of the trail. Fallen Leaf and "Belleville" alternatives best suited if not pursuing Bernardo as designated route and instead taking a wayfinding approach (user self select); improvements could be considered part of SCT project if no one path (i.e. Bernardo) is selected, otherwise improvements can be made under cities' ped/bike MP
10	Neighborhood greenways on the <u>west</u> side of Hwy 85 (Bedford/Belleville combination alignments)			2	1			<ul style="list-style-type: none"> Fallen Leaf and "Belleville" alternatives best suited if not pursuing Bernardo as designated route and instead taking a wayfinding approach (user self select); improvements could be considered part of SCT project if no one path (i.e. Bernardo) is selected, otherwise improvements can be made under cities' ped/bike MP
11	Neighborhood greenways on the <u>west</u> side of Hwy 85 (Bedford/Belleville/Fallen Leaf combination alignments with creek crossing by West Valley School)			2	1			<ul style="list-style-type: none"> Fallen Leaf and "Belleville" alternatives best suited if not pursuing Bernardo as designated route and instead taking a wayfinding approach (user self select); improvements could be considered part of SCT project if no one path (i.e. Bernardo) is selected, otherwise improvements can be made under cities' ped/bike MP

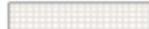
Reference #	Route Description	Support Level						Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	
STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
12	Neighborhood greenways on the <u>east</u> side of Hwy 85 (Bernardo only)			1	2			• Same could be said for this option as well.
13	Neighborhood greenways on the <u>east</u> side of Hwy 85 (Bernardo/The Dalles/Helena/Samedra combination alignments)			1	2			• overly complex?
14	On-street Class II bike lanes on Fallen Leaf Lane		1	1	2			<ul style="list-style-type: none"> • This is a great alignment and would be a wonderful amenity for the community. • does not appear to be reasonable with parking and so many driveways; leave as-is unless there is a safer route option to the school for these options • doesn't seem necessary
15	On-street Class II bike lanes on Belleville		1	1	2			<ul style="list-style-type: none"> • because of the congestion associated with West Valley Elementary School, bike features needed to improve safety. What we really need is SCHOOL BUSES! • doesn't seem necessary
16	On-street existing or future Class II bike lanes (e.g., Belleville, Fallen Leaf, Mary, Homestead)				2			
17	Other (describe in notes)			1				<ul style="list-style-type: none"> • Similar to above. More in favor of improving existing bike lanes rather than adding or altering existing infrastructure. • Many people talked as if they felt cheated by not having the possibility of a creek-side trail through this segment. Although we don't have the right of way now, let's look into long-term purchase of land adjacent to the creek so a creek-side trail would be possible in the future. It might take decades to buy the properties, but I think residents in the future would thank us for having the foresight.

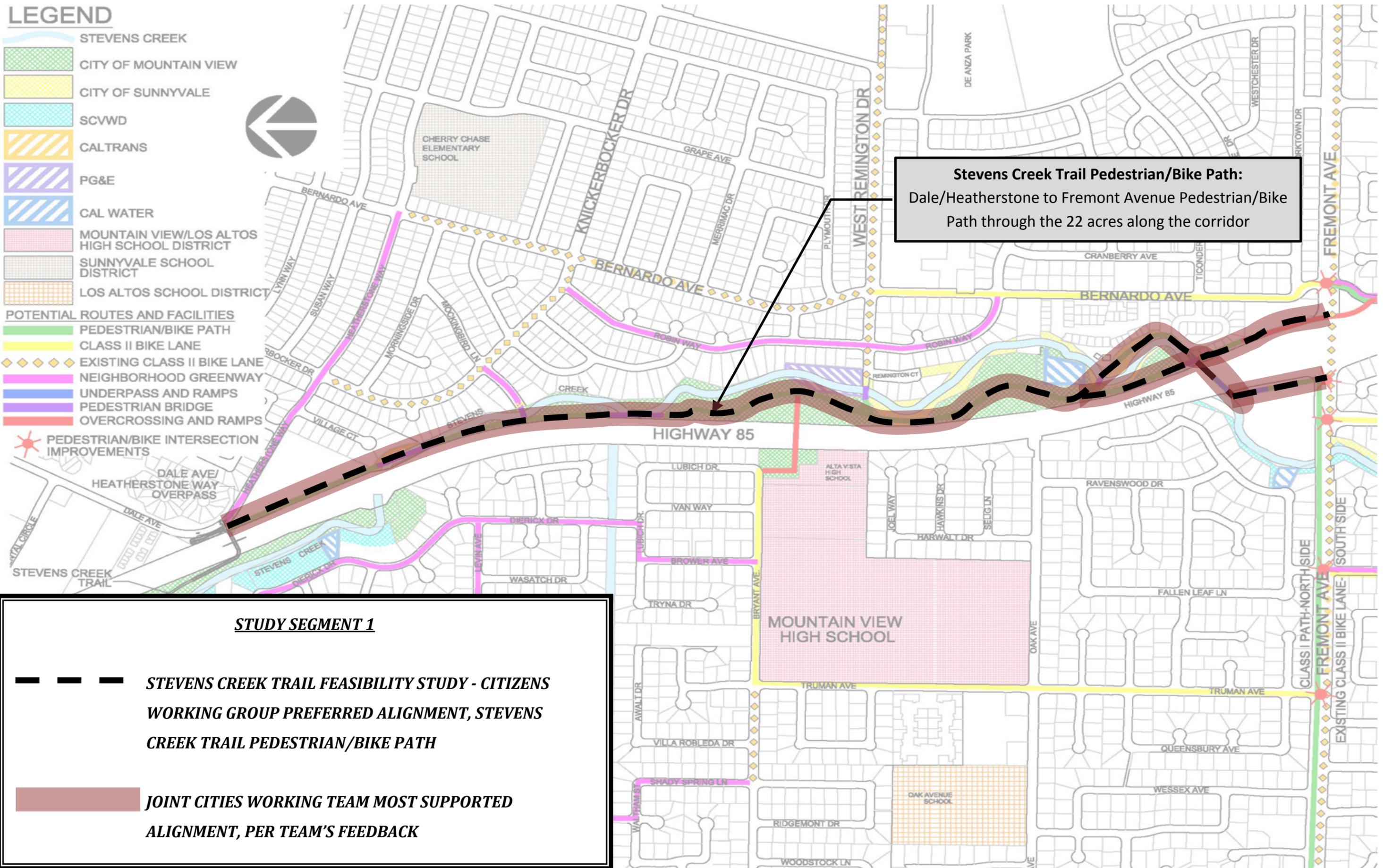
Reference #	Route Description							Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	
STUDY SEGMENT 3: Homestead Rd. to Stevens Creek								
18	Pedestrian/Bike Path along Homestead Rd./Grant Rd. and Foothill Blvd. under I-280	1	1	1				<ul style="list-style-type: none"> Support Citizens Working Group recommendation Could Support.
19	Neighborhood greenways (<u>north</u> of I-280) connecting to potential Hwy 280 overcrossing (e.g., Maxine, Caroline, Penninsular, Barranca)			2	1			<ul style="list-style-type: none"> Support Citizens Working Group recommendation Strong opposition by neighbors
20	Neighborhood greenways (<u>south</u> of I-280, <u>west</u> of UPRR line) connecting to potential Hwy 280 overcrossing (e.g., Madera, Manin, Pharlapp)			2	1			<ul style="list-style-type: none"> Support Citizens Working Group recommendation Strong opposition by neighbors
21	Neighborhood greenways (<u>south</u> of I-280, <u>east</u> of UPRR line) connecting to potential Hwy 280 overcrossing (e.g., Stokes, Dempster, Peninsula)			2	1			<ul style="list-style-type: none"> Support Citizens Working Group recommendation Needs bridges
22	On-street Class II bike lanes on Maxine, Caroline, Penninsular, Barranca)			1	2			<ul style="list-style-type: none"> Support Citizens Working Group recommendation Needs bridges not clear it is necessary

Reference #	Route Description	Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	Notes / Pros and Cons
23	Other (describe in notes)		1					<ul style="list-style-type: none"> • May need to stick with way-finding; Terrible crossovers on 280; understood the undercrossing was infeasible • 280 undercrossing - lacks "eyes on the trail" therefore not supportive. Mary Avenue bridge - don't support due to lack of safe travel on SCBlvd • Utilization of existing pedestrian-bicycle bridge across I-280. Could involve relatively larger-scale improvements along and around Stevens Creek Boulevard as well. Cupertino seems to be more receptive to focusing on a solution over the 85 in light of the fact that the 280 already has a recently-built bridge. ☐

Reference #	Route Description							Notes / Pros and Cons
		Strongly Support	Support	Neutral	Do Not Support	Strongly Do Not Support	Don't Know	
STUDY SEGMENT 4: Stevens Creek Blvd. Connection to Rancho San Antonio County Park								
24	Existing bike lanes to new staging area off Stevens Creek Blvd. and new ped/bike bridge		1	1	1			<ul style="list-style-type: none"> • Support Citizens Working Group recommendation • May not be SCT but is a great recreational trail for the public. • More appropriate to explore as a spur trail to Rancho San Antonio
25	Other (describe in notes)		1					Would be open based upon consensus from community, to an alignment going into part of Rancho San Antonio. What bridge?

LEGEND

-  STEVENS CREEK
-  CITY OF MOUNTAIN VIEW
-  CITY OF SUNNYVALE
-  SCVWD
-  CALTRANS
-  PG&E
-  CAL WATER
-  MOUNTAIN VIEW/LOS ALTOS HIGH SCHOOL DISTRICT
-  SUNNYVALE SCHOOL DISTRICT
-  LOS ALTOS SCHOOL DISTRICT
- POTENTIAL ROUTES AND FACILITIES**
-  PEDESTRIAN/BIKE PATH
-  CLASS II BIKE LANE
-  EXISTING CLASS II BIKE LANE
-  NEIGHBORHOOD GREENWAY
-  UNDERPASS AND RAMPS
-  PEDESTRIAN BRIDGE
-  OVERCROSSING AND RAMPS
-  PEDESTRIAN/BIKE INTERSECTION IMPROVEMENTS

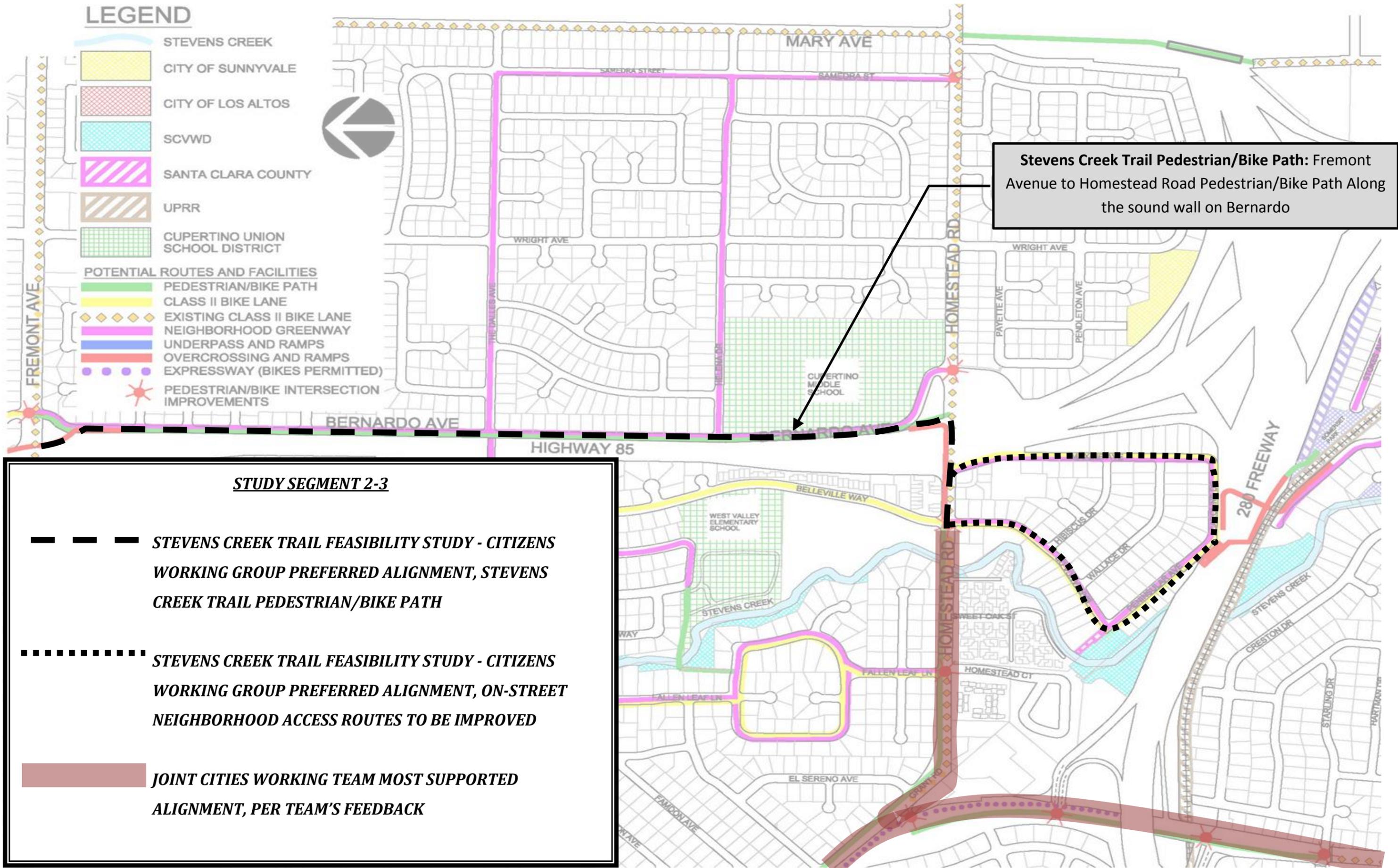


Stevens Creek Trail Pedestrian/Bike Path:
 Dale/Heatherstone to Fremont Avenue Pedestrian/Bike Path through the 22 acres along the corridor

STUDY SEGMENT 1

 **STEVENS CREEK TRAIL FEASIBILITY STUDY - CITIZENS WORKING GROUP PREFERRED ALIGNMENT, STEVENS CREEK TRAIL PEDESTRIAN/BIKE PATH**

 **JOINT CITIES WORKING TEAM MOST SUPPORTED ALIGNMENT, PER TEAM'S FEEDBACK**



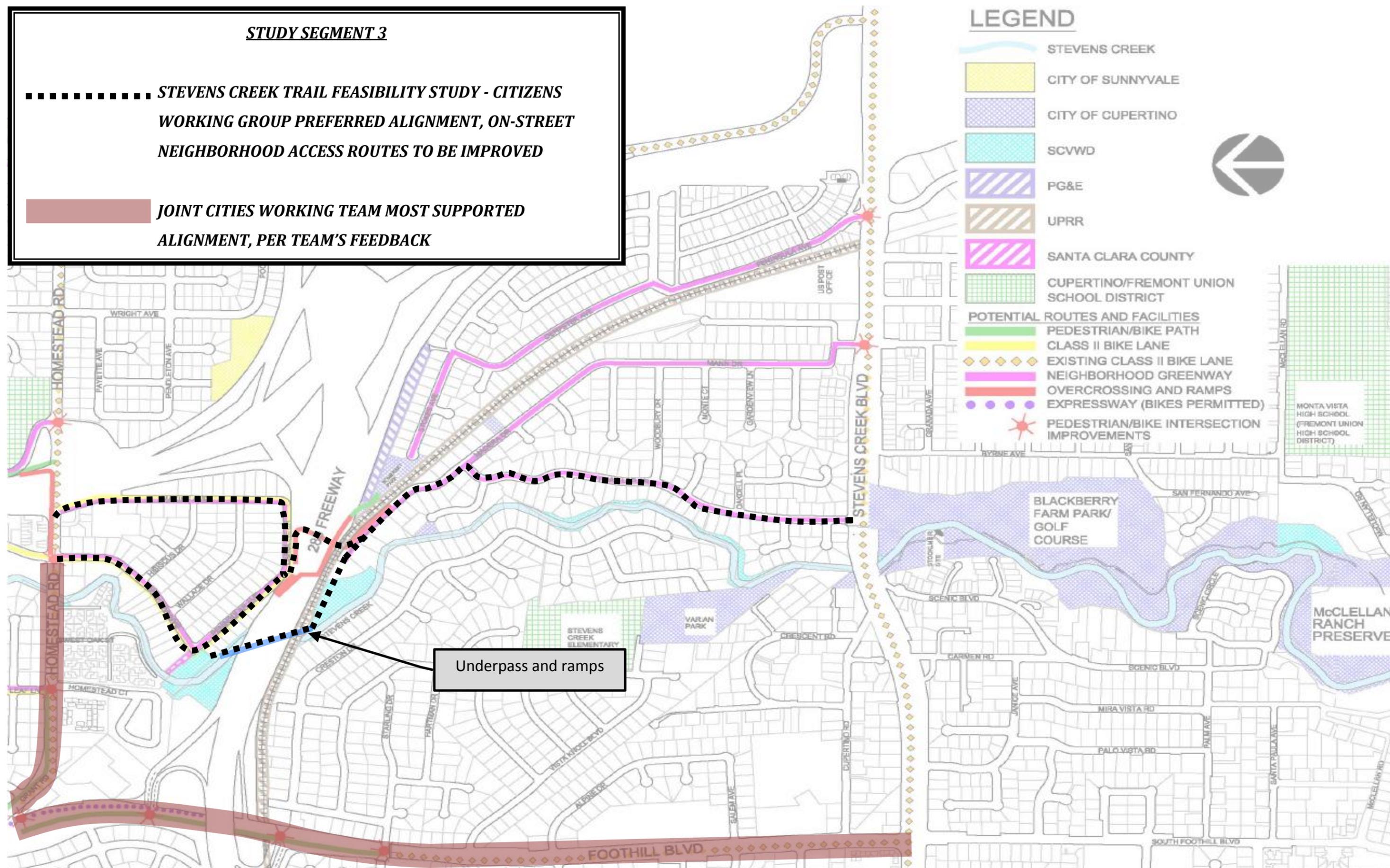
STUDY SEGMENT 3

..... **STEVENS CREEK TRAIL FEASIBILITY STUDY - CITIZENS WORKING GROUP PREFERRED ALIGNMENT, ON-STREET NEIGHBORHOOD ACCESS ROUTES TO BE IMPROVED**

..... **JOINT CITIES WORKING TEAM MOST SUPPORTED ALIGNMENT, PER TEAM'S FEEDBACK**

LEGEND

-  STEVENS CREEK
-  CITY OF SUNNYVALE
-  CITY OF CUPERTINO
-  SCVWD
-  PG&E
-  UPRR
-  SANTA CLARA COUNTY
-  CUPERTINO/FREMONT UNION SCHOOL DISTRICT
- POTENTIAL ROUTES AND FACILITIES**
-  PEDESTRIAN/BIKE PATH
-  CLASS II BIKE LANE
-  EXISTING CLASS II BIKE LANE
-  NEIGHBORHOOD GREENWAY
-  OVERCROSSING AND RAMPS
-  EXPRESSWAY (BIKES PERMITTED)
-  PEDESTRIAN/BIKE INTERSECTION IMPROVEMENTS



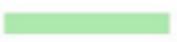
Underpass and ramps



LEGEND

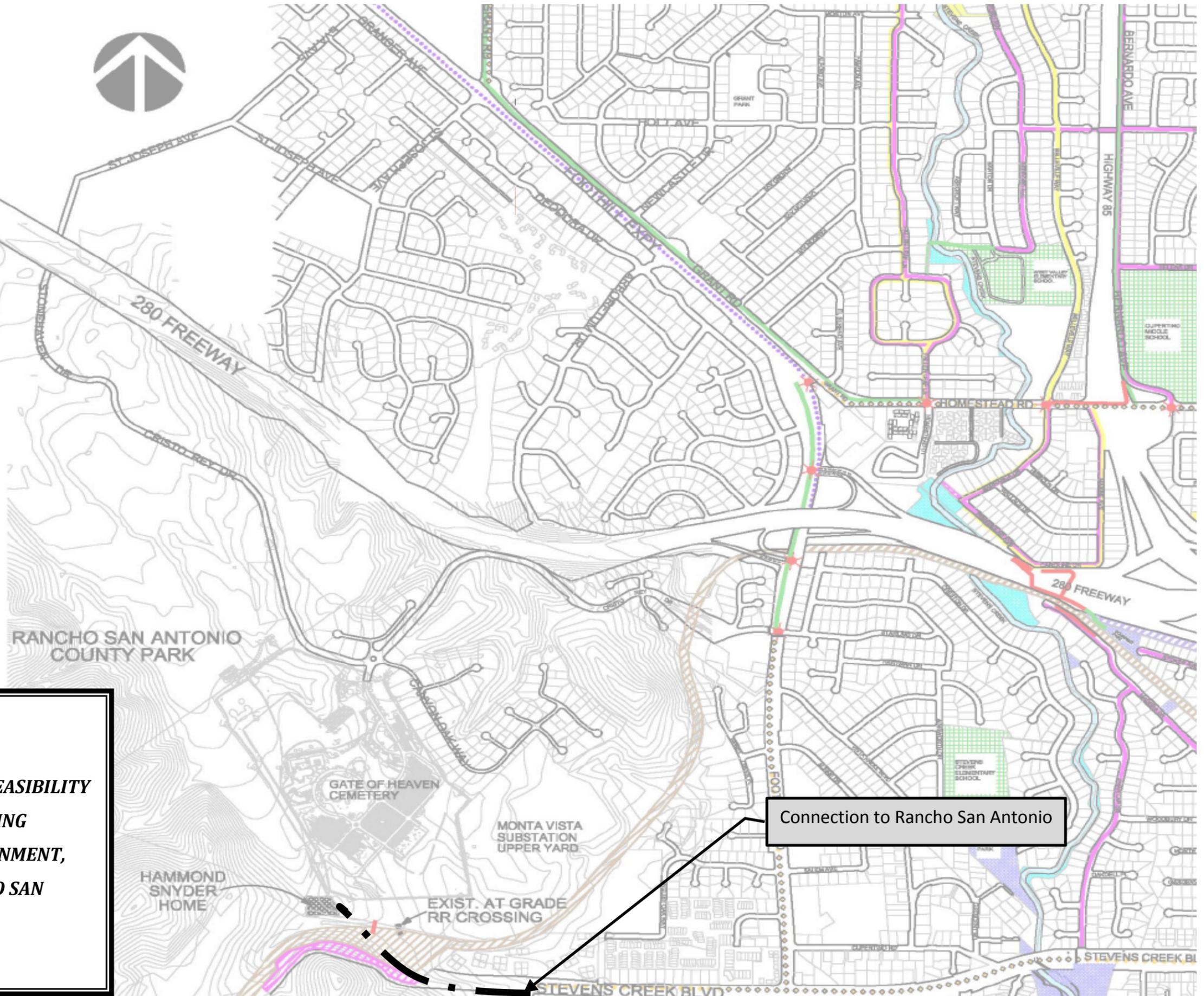
-  STEVENS CREEK
-  SCVWD
-  SANTA CLARA COUNTY
-  UPRR
-  CUPERTINO UNION SCHOOL DISTRICT

POTENTIAL ROUTES AND FACILITIES

-  PEDESTRIAN/BIKE PATH

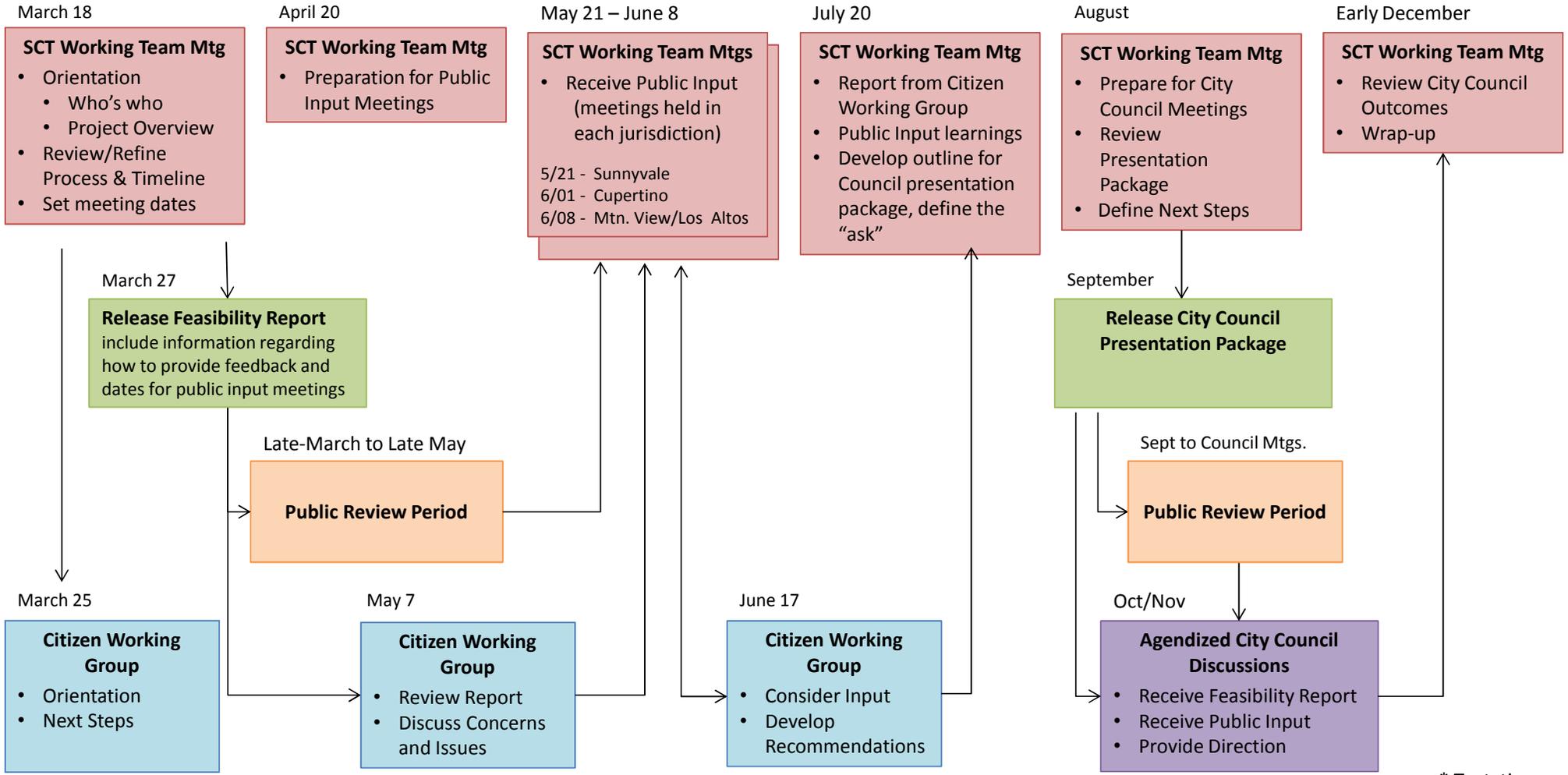
STUDY SEGMENT 4

-  ***STEVENS CREEK TRAIL FEASIBILITY STUDY - CITIZENS WORKING GROUP PREFERRED ALIGNMENT, CONNECTION TO RANCHO SAN ANTONIO***



STEVENS CREEK TRAIL PROCESS MAP

Updated 5/27/15



* Tentative