

**Stevens Creek Trail Citizens Working Group (CWG)
June 17, 2015
6:30 PM
City of Los Altos
Grant Park Multipurpose Room
1575 Holt Avenue, Los Altos, CA**

CALL TO ORDER

GENERAL BUSINESS

1. Summary of Comments (i.e. amount of comments received)
2. Discuss Alignment Review Chart
3. Make Alignment Recommendation

NON-AGENDA ITEMS AND COMMENTS

ADJOURNMENT

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STUDY SEGMENT 1: Dale/Heatherstone to Fremont Ave.								
1	Off-street creek corridor to Fremont Avenue	10	1	0	0	0	0	<ul style="list-style-type: none"> • A great opportunity! • Carefully evaluate impact on habitat first. • Provided a protected bike path seperated from traffic for as much distance as possible. • By far the best, highest-priority alignment choice. Trail aligns with the creek and is in open space, completely separate from cars. • This is a Major Win with a CLASS1 Trail--which is our foudning goal. Getting access to and improving 22 acres of Open Space east of 85 will be beneficial to the overall area. • This is perfect. Let's get started right away! • Nicest, most kid and family friendly, safest, most in keeping with existing Stevens Creek Trail route, most beautiful, opens up additional new park land., • My preference: trail along the Creek; if not, using streets on both sides of 85 provides sine choice and flexibility
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	0	4	4	1	2	0	<ul style="list-style-type: none"> • Good for MVHS bike access. • Many conflict points (intersections and driveways). Route is indirect (many turns) and confusing, would require significant directional signage. • I think the Greenways will help overall bike use, but are not the best solution in this corridor. • These are a good interim improvement, until the trail can be built off-street. The improvements can also be viewed as improved access for the future trail. • Quieter streets that are already used but not a trail and bikes & peds have to deal with cars & trucks.

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STUDY SEGMENT 1: Dale/Heatherstone to Fremont Ave.								
3	Neighborhood greenways on the east side of Hwy 85 (e.g., Heatherstone, Knickerbocker, Mockingbird) to Knickerbocker/Bernardo Bike Lanes	0	4	4	1	2	0	<ul style="list-style-type: none"> • Greenways have minimal impact, but still useful. • Traffic speeds and volumes too high for vulnerable bicyclists. • I think the Greenways will help overall bike use, but are not the best solution in this corridor. • could be challenging for neighbor parking • These are a good interim improvement, until the trail can be built off-street. The improvements can also be viewed as improved access for the future trail. • Quieter streets that are already used but not a trail and bikes & peds have to deal with cars & trucks.
4	On-street existing or future Class II bike lanes (e.g., Knickerbocker, Bernardo, West Remington, Fremont, Mary)	0	3	3	2	3	0	<ul style="list-style-type: none"> • Class II not necessary on all of these streets. • Travelling on Mary and Fremont is not conducive for families and/or children...not unless and until we can provide Class I bike lanes. • Traffic speeds and volumes too high for vulnerable bicyclists. • I think improving the path from where the trail ends going to Knickerbocker School is a benefit, and improving the bike lanes on Mary is important, but secondary when there is a Class1 corridor available. • Not as picturesque but will work and is practical • These are a good interim improvement, until the trail can be built off-street. • Some large and busy streets with higher speed traffic. Not kid or family friendly. More dangerous even with bike lanes.

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STUDY SEGMENT 1: Dale/Heatherstone to Fremont Ave.									
5	Other (describe in notes)	1	0	0	0	0	0	1	<ul style="list-style-type: none"> Acuire creek-side easement at 1195 W. Fremont Ave. and rebuild Fremont Ave. bridge to route trail under Fremont Ave. at the creek. This would also improve traffic flow in the area.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
6	Pedestrian/Bike Path along Bernardo Ave. along sound wall (2-way traffic continues, parking removed)	4	4	0	1	1	1	<ul style="list-style-type: none"> • Too much impact to the neighborhood. • Pro: possibility of Trail like experience, Con: Getting back across to west side of 85 • Studies should be conducted to determine the extent to which on street parking is currently being used. If this is not a sizeable %, only then should parking be eliminated. • Class I path is ideal. 2-way (vs. 1-way) traffic would minimize traffic impact on other streets. Can sidewalk on east side be removed to provide parking? • This could provide a Class 1 trail between Fremont and Homestead. The biggest issue is parking on Bernardo and affecting those home. But it would be the SAFEST solution for this segment. • It is my guess that removal of parking is a greater impact than one way traffic, but I would let the research and neighbors decide this. • Most kid and family friendly, safest, not as attractive as existing Stevens Creek Trail route but still could be made reasonably nice. Has a chance of improving property values in that area. Must have bridge over Fremont to remove Fremont traffic from being an issue. • My preference is a creek trail; since it is not available, I would pursue both street sides of 85 as the best alternatives here.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
7	Pedestrian/Bike Path along Bernardo Ave. along sound wall (1-way traffic north, parking remains)	7	2	1	0	1	0	<ul style="list-style-type: none"> • My personal preference, if I lived on Bernardo, would be to give up one direction of travel, but either are fine. • Too much impact to the neighborhood. • Pro: possibility of Trail like experience, Con: Getting back across to west side of 85 • Class I path with no cross streets or driveways the entire length of Bernardo is ideal. Converting street to 1-way southbound could also improve vehicle safety at the Fremont/Bernardo intersection. • This could provide a Class 1 trail between Fremont and Homestead. This saves the Parking, but one-way for the arterial would cause more issue (probably). • Let's move forward with addressing neighborhood concerns to see if we can make this a win-win. <p>Most kid and family friendly, safest, not as attractive as existing Stevens Creek Trail route but still could be made reasonably nice. Has the highest chance of improving property values (compared to Belleville and Fallen Leaf) since it would tend to reduce traffic. Streets with less traffic are usually more desirable to live on. Must have bridge over Fremont to remove Fremont traffic from being an issue.</p>

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
8	Pedestrian/Bike Path along Fremont Ave. to Grant Rd./Foothill Blvd.	1	5	1	2	2	0	<ul style="list-style-type: none"> • Not as good as Bernardo because it has several intersections to be crossed. • This upgrade would benefit bike commuters living in or passing through Los Altos. • Con: Grant/Foothill not suitable for inexperienced bicyclists or pedestrians • I support this if and only if this will be trail or path separated from auto traffic. • Too far out of the way. Too many cross streets and driveways. Traffic volumes and speeds too high. Foothill Blvd is not a good end point. • Improve this path in general, and especially the intersection at Grant & Foothill Blvd. • These are good improvements for access to the future trail and for regional benefit, but not as a through connection of the trail. It connects Los Altos to the trail. • While a separated path, there are many intersections where bikes and peds must deal with cars and trucks.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
9	Neighborhood greenways on the <u>west</u> side of Hwy 85 (Fallen Leaf)	0	5	2	3	1	0	<ul style="list-style-type: none"> • take high road at south end, using Louise Lane • Greenways have minimal impact, but still useful. • Pro: Relatively safe low volume streets • Would provide traffic calming benefits for Fallenleaf, where residents often complain about speeders. • Beneficial for people going to schools. However, too much neighborhood outcry on adding sidewalks and greenway. • Usable now in this capacity. This is not the ultimate goal for Stevens Creek Trail, but good interim connection. • Pretty street but neighbors opposed. Still need to navigate Fremont and Homestead on either end.
10	Neighborhood greenways on the <u>west</u> side of Hwy 85 (Bedford/Belleville combination alignments)	1	3	3	3	1	0	<ul style="list-style-type: none"> • Greenways have minimal impact, but still useful. • Pro: Relatively safe low volume streets • Would provide traffic calming benefits for Belleville, where residents complain about traffic. Would provide safe routes to school for West Valley students. • Beneficial for people going to schools. However, too much neighborhood outcry on adding sidewalks and greenway. • Usable now in this capacity. This is not the ultimate goal for Stevens Creek Trail, but good interim connection. • Most direct but more traffic, intersections, and driveways.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
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)	1	2	2	5	1	0	<ul style="list-style-type: none"> • Scenic, but too complicated. • Elementary school traffic a concern. • Pro: Relatively safe low volume streets • All routes can benefit from traffic calming. Having multiple routes would disperse trail users, minimizing impact on residents. • Beneficial for people going to schools. However, too much neighborhood outcry on adding sidewalks and greenway. • A bit of trail but still somewhat busy on Belleville and trail a bit circuitous.. • I recognize there was and will be neighborhood opposition from Fallen Leaf, Bedford and Belleville
12	Neighborhood greenways on the <u>east</u> side of Hwy 85 (Bernardo only)	2	2	4	1	2	0	<ul style="list-style-type: none"> • If path is impossible. • Greenways have minimal impact, but still useful. • Traffic calming would not be adequate to protect vulnerable bicyclists. • This is a minimal solution to improve greenway along Bernardo (especially where Cupertino Middle School is) and should be done immediately. Also, could put pylon bike lane along 85 Sound Wall. Class II lane on Bernardo? • Without the traffic-separated element, this lacks appeal as it is outside the creek corridor, though still a good connection to Don Burnett bridge for those heading east. • Fewer intersections, could be made prettier. Sometimes higher speed traffic that needs calming.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
13	Neighborhood greenways on the <u>east</u> side of Hwy 85 (Bernardo/The Dalles/Helena/Samedra combination alignments)	0	4	3	2	2	0	<ul style="list-style-type: none"> • Greenways have minimal impact, but still useful. • Route too far out of the way. Traffic calming on Bernardo, Dalles would not be adequate to protect vulnerable bicyclists. • Other greenways are beneficial and could feed experienced riders to Mary. • Some of these streets, as is, are a better experience than Bernardo. • Zig-zaggy. Still need to deal with intersections and car traffic.
14	On-street Class II bike lanes on Fallen Leaf Lane	0	3	3	4	1	0	<ul style="list-style-type: none"> • Class II not necessary. • While these would be great, they may be politically unfeasible especiall if it means using public right of way currenly ebing used as part of front yards. • Inadequate improvement for trail users. No support for pedestrians. • Beneficial for people going to schools. However, too much nieghborhood outcry on adding sidewalks and greenway. • I would support doing these for access, but only if the traffic levels warrant it. I doubt they do. • Too much neighborhood opposition, traffic still an issue.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
15	On-street Class II bike lanes on Belleville	1	1	5	3	1	0	<ul style="list-style-type: none"> • Class II not necessary. • Inadequate improvement for trail users. • Beneficial for people going to schools. However, too much neighborhood outcry on adding sidewalks and greenway. • From what I have learned of this neighborhood, significant improvements are needed for Safe Routes to School, independent of the Stevens Creek Trail. • Too much neighborhood opposition, traffic still an issue.
16	On-street existing or future Class II bike lanes (e.g., Belleville, Fallen Leaf, Mary, Homestead)	1	1	3	3	3	0	<ul style="list-style-type: none"> • All fine, except not as Stevens Creek Trail connector because of Stevens Creek Blvd., especially over 85. • Class II not necessary on all of these streets. Mary Ave. does need improvements. • Inadequate improvement for trail users. • Beneficial for people going to schools. However, too much neighborhood outcry on adding sidewalks and greenway. • Not for the Stevens Creek Trail. Not a trail. • Some large and busy streets with higher speed traffic. Not kid or family friendly. More dangerous even with bike lanes.

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STUDY SEGMENT 2: Fremont Ave. to Homestead Rd.								
17	Other (describe in notes)	3	1	0	0	0	0	<ul style="list-style-type: none"> • Use City of Sunnyvale land along creek just south of Fremont Ave. for trail to connect Fremont Ave. to Bedford Ave. • Need to also look at adding a Pedestrian Bridge across Fremont at Bernardo. This would then connect up to Greenway/ClassII Bikelane on Bernardo. Should be considered for SAFETY at this critical intersection. • I would support other trail/pathways, such as a pathway down Fallen Leaf Lane as might be enabled using the full 60 foot right of way. • Really need a bridge / underpass to get over / under Fremont. Crossing busy Fremont is a challenge for cyclists and pedestrians.

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STUDY SEGMENT 3: Homestead Rd. to Stevens Creek								
18	Pedestrian/Bike Path along Homestead Rd./Grant Rd. and Foothill Blvd. under I-280	2	1	1	3	3	1	<ul style="list-style-type: none"> • A good thing, but not as Stevens Creek Trail connector because of Stevens Creek Blvd.'s very steep hill. • I support the improvements to make a safe crossing under 280 on foothill but do not think this should be called the Stevens Creek Trail. It is a not a route that should be advertised as a trail. • Not sure of the value of this option. • Con: Grant/Foothill not suitable for inexperienced bicyclists or pedestrians • Only acceptable if the entire route is completely separate from traffic, due to high speed and volume of traffic and truck routes! • Improving this route could immediately be beneficial to the area and would not be dependent upon the approval of second 280 bridge if it could ever happen. • concern for safety • Even if this can be done as a pathway, one still has a VERY steep hill down to connect to the trail by Pharlap. It is also rather circuitous. But, best interim solution. • A large number of intersections/crossings interrupt this route and then must deal with Foothill and Stevens Creek Blvd. • Foothill Blvd is TOO dangerous; cities should worry about liability here.

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STUDY SEGMENT 3: Homestead Rd. to Stevens Creek								
19	Neighborhood greenways (<u>north</u> of I-280) connecting to potential Hwy 280 overcrossing (e.g., Maxine, Caroline, Penninsular, Barranca)	4	3	1	1	2	0	<ul style="list-style-type: none"> • Not until there's sufficient justification to build the bridge. • Not at this time. • Option is dependent upon a Highway 280 overcrossing. • A bridge is an acceptable solution. • Nicest, quietest, safest street alignment. Most favor Maxine/Caroline as best connection to Bernardo trail and Maxine already has sidewalk. • The neighborhoods will oppose any of these alternatives; likely we will end up with the Mary Bridge, Mary to SC; then to the Park along SC
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, Pharlap)	4	4	1	0	2	0	<ul style="list-style-type: none"> • Not until there's sufficient justification to build the bridge. • Not at this time. • Option is dependent upon a Highway 280 overcrossing. • I like a split route of Pharlap heading south (down the steep/direct way) and Madera heading north (up longer, gentler slope) • Nicest, quietest, safest street alignment. Most favor Madera/Phar Lap as best connection to trail. Madera / Phar Lap needs sidewalks added.

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STUDY SEGMENT 3: Homestead Rd. to Stevens Creek								
21	Neighborhood greenways (south of I-280, east of UPRR line) connecting to potential Hwy 280 overcrossing (e.g., Stokes, Dempster, Peninsula)	2	1	5	0	3	0	<ul style="list-style-type: none"> Phar Lap is most direct. Not at this time. Option is dependent upon a Highway 280 overcrossing. With a new crossing of 280, I prefer the west side connections - East of UPRR routes seem more circuitous and feel less like you are near the creek. Still must deal with lots of traffic on Stevens Creek Blvd. Less safe.
22	On-street Class II bike lanes on Maxine, Caroline, Penninsular, Barranca)	1	5	3	0	2	0	<ul style="list-style-type: none"> Not at this time. Option is dependent upon a Highway 280 overcrossing. Prefer these improved streets over greenways as a connection. Don't think that class II bike lanes are really needed on these streets.

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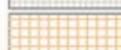
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STUDY SEGMENT 3: Homestead Rd. to Stevens Creek								
23	Other (describe in notes)	2	1	0	0	1	0	<ul style="list-style-type: none"> • It is not feasible to have a class 1 trail in this segment. We should look at defining multiple connections from different neighborhoods to the trail segments. • Continue to explore possibility of hwy 280 under-crossings if Caltrans reconfigures the 280/85/Foothill interchange. Strongly support under-crossing of Stevens Creek Blvd at the creek. • Need to at least mention the the Mary Overpass. Any improvements that could be made on Stevens Creek Blvd corridor as it crosses over HWY85 would be an immediate improvement. The public will resist doing an second bike/ped bridge across 280 (and the possible impact to the now quiet neighborhoods). A longterm underspass (if Southern Pacific ever agreed) could be a future option. • Please reopen study of the eastern bore of the Stevens Creek under i-280 as the crossing. Street connections to this TBD. • Mary bridge itself is great but Mary is busy and Stevens Creek Blvd extremely busy with challenging intersections over 85.

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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	7	2	0	0	2	0	<ul style="list-style-type: none"> • Excellent access between Rancho San Antonio County Park and the Stevens Creek Trail. • I agree with building the bridge, but do not think it should be called the Stevens Creek trail. • Recreational benefit. • Support connections to open space • This is an improvement that could be immediately beneficial to the area, and this would allow better access into the popular Rancho San Antonio open space. • Expense • Independent of the Stevens Creek Trail, this is a very important connection into Rancho San Antonio Park. Including this in the SCT plan helps - please include it. • Great connector that provides new access to Rancho San Antonio. • Much better than trying to cross Foothill Blvd on Cristo Rey when heading south on Foothill Blvd. Foothill is dangerous
25	Other (describe in notes)	0	2	0	0	0	0	<ul style="list-style-type: none"> • Recreational benefit. Access to Rancho San Antonio County Park by way of Joseph Ave. with greenways • Newcastle, recently designated a bike-route, is northern part of a RSA access loop so might deserve improvements and directional signage. Also good interim route to foothill

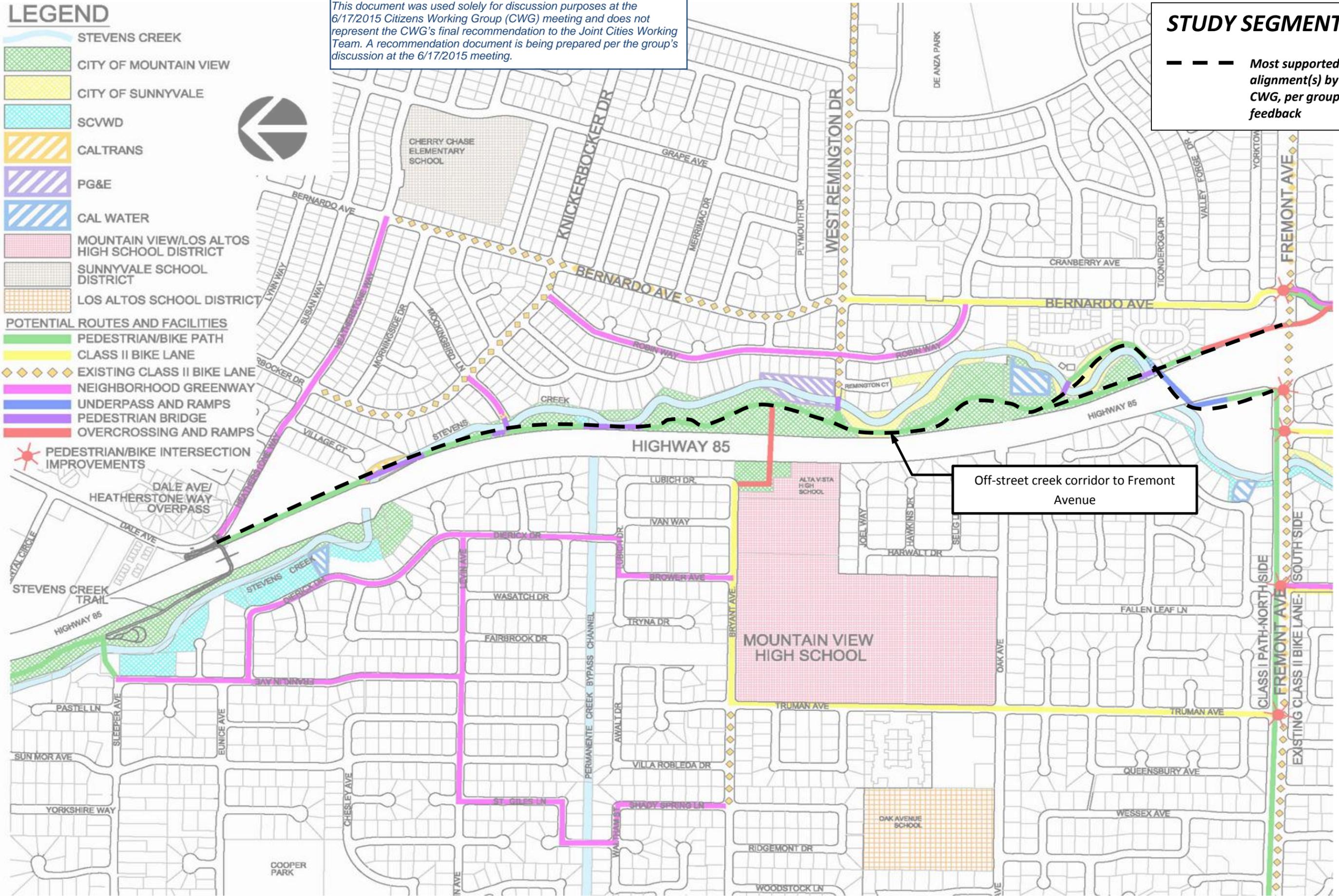
LEGEND

-  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

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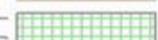
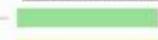
STUDY SEGMENT 1

 Most supported alignment(s) by CWG, per group's feedback



Off-street creek corridor to Fremont Avenue

LEGEND

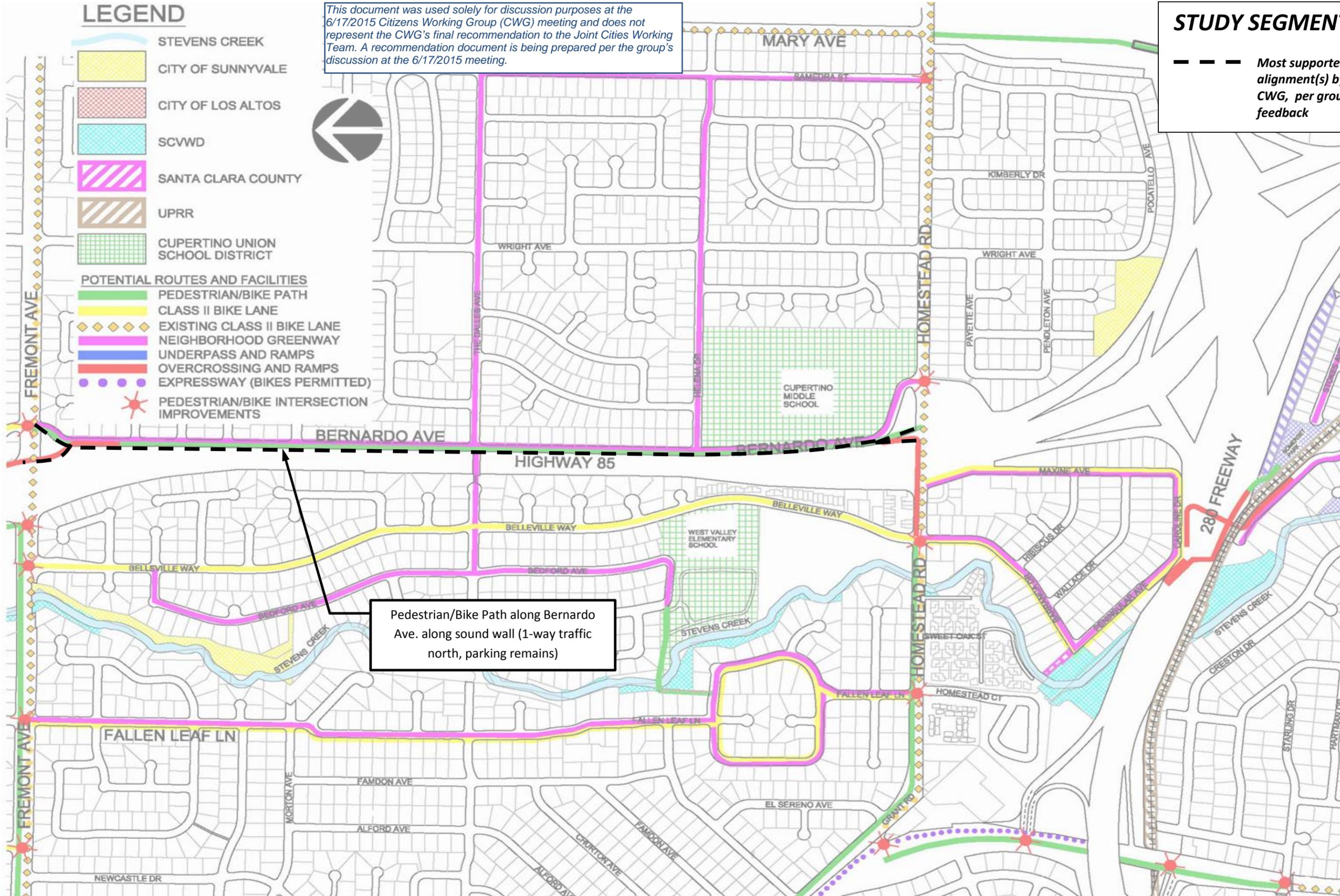
-  STEVENS CREEK
 -  CITY OF SUNNYVALE
 -  CITY OF LOS ALTOS
 -  SCVWD
 -  SANTA CLARA COUNTY
 -  UPRR
 -  CUPERTINO UNION SCHOOL DISTRICT
- POTENTIAL ROUTES AND FACILITIES**
-  PEDESTRIAN/BIKE PATH
 -  CLASS II BIKE LANE
 -  EXISTING CLASS II BIKE LANE
 -  NEIGHBORHOOD GREENWAY
 -  UNDERPASS AND RAMPS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

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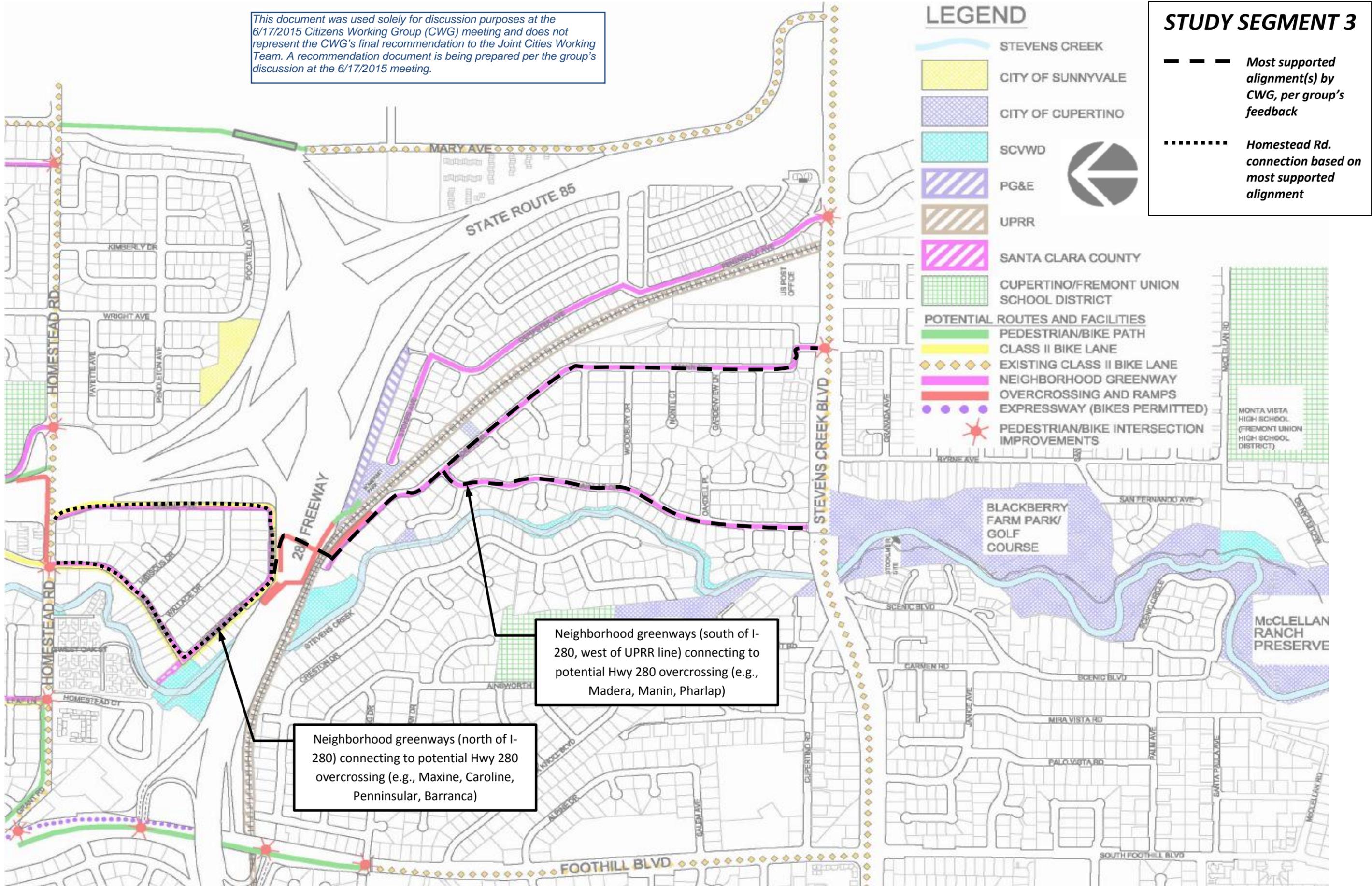
STUDY SEGMENT 2

 Most supported alignment(s) by CWG, per group's feedback



Pedestrian/Bike Path along Bernardo Ave. along sound wall (1-way traffic north, parking remains)

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STUDY SEGMENT 3

- — — — —** Most supported alignment(s) by CWG, per group's feedback
-** Homestead Rd. connection based on most supported alignment

Neighborhood greenways (north of I-280) connecting to potential Hwy 280 overcrossing (e.g., Maxine, Caroline, Penninsular, Barranca)

Neighborhood greenways (south of I-280, west of UPRR line) connecting to potential Hwy 280 overcrossing (e.g., Madera, Manin, Pharlap)

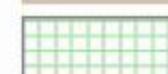
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STUDY SEGMENT 4

--- Most supported alignment(s) by CWG per group's feedback

LEGEND

-  STEVENS CREEK
 -  SCVWD
 -  SANTA CLARA COUNTY
 -  UPRR
 -  CUPERTINO UNION SCHOOL DISTRICT
- POTENTIAL ROUTES AND FACILITIES**
-  PEDESTRIAN/BIKE PATH
 -  CLASS II BIKE LANE
 -  EXISTING CLASS II BIKE LANE
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 -  EXPRESSWAY (BIKES PERMITTED)
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