VTA Bicycle Superhighway Implementation Plan 2025 Update

Valley Transportation Authority

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1. Introduction

Bicycle Superhighways

Over the last decade, Santa Clara County has seen a steady increase in bicycling and strong public support for better bikeways. There are now about 1,250 miles of bikeways in the county, including over 300 miles of bicycle paths that are entirely separated from motor vehicle traffic. Inspired by examples from both the U.S. and internationally, VTA has proposed to develop a network of bicycle superhighways that connect Santa Clara County. The network will enable people to bicycle from Gilroy to Palo Alto, and from East San José to Mountain View, on connected, low-stress bikeways. Ultimately, the bicycle superhighways will form the backbone of the county's bicycle network, becoming integral to people's mental map of Santa Clara County, alongside major roads, freeways, county expressways, and rail. In alignment with state and regional planning efforts, including Caltrans' Bike Highway Plan and Metropolitan Transportation Commission's (MTC) Regional Active Transportation Network, this network aims to establish comprehensive, high-quality bikeways across the county.

Bicycle superhighways are low-stress, accessible, direct, and continuous routes that provide an efficient option for long-distance bike travel. They connect major commercial and employment destinations to local neighborhoods, nearby cities, and regional and local bikeways to create a consistent and accessible network. The bicycle superhighway network will allow people to travel quickly from city to city by bicycle in much the same way the County Expressway System allows people to travel quickly across the county by car.

The bicycle superhighway network is intended to serve strong and fearless, enthused and confident, and interested but concerned bicyclists. Most sections of the network, especially the trails, may be used by students and families but the bicycle superhighways primarily focus on providing a high-quality option for commuters, errand-runners, and recreational or weekend riders.

This network is not intended to replace or diminish the importance of local bicycle facilities. It is expected to connect to those local facilities and should support the goal of expanding the bike network across the county for all ages and abilities. The network will connect bicyclists to key destinations with few detours and stops. Overall, the bicycle superhighways will offer a positive experience for riders, be built with high-quality materials, and maintained to exceptional standards.

Background

In 2018, Santa Clara Valley Transportation Authority (VTA) adopted the updated Countywide Bicycle Plan. The Bicycle Plan identifies a 950-mile network of Cross County Bicycle Corridors (CCBCs), which includes both existing and planned bikeways that cross the county and connect across jurisdictions. It also lists a subset of CCBCs that could potentially be upgraded to serve as bicycle superhighways. Since identifying potential bicycle superhighways, VTA staff have been collaborating with local jurisdictions, Caltrans, VTA's Bicycle and Pedestrian Advisory Committee, and other stakeholders to determine specific alignments and understand the steps needed to implement the network.

Plan Purpose

This Implementation Plan (Plan) proposes specific alignments for a countywide network of 18 bicycle superhighways. It describes the implementation status of each bicycle superhighway, summarizes active efforts, and provides planning-level cost ranges for completing remaining segments. The Plan will assist local agencies and VTA in securing funding, planning, designing, and constructing the superhighway network. It will help position Member Agencies (local agencies in Santa Clara County) to pursue grant funding by identifying high-priority projects and demonstrating VTA's support. VTA can assist Member Agencies by coordinating or leading efforts that span multiple jurisdictions. The Plan will also help VTA advocate for new and expanded funding sources to implement bicycle superhighways. Finally, the Plan aims to build public and political awareness, garner support for the network, and inspire more people to shift from driving to cycling.

Outreach

To transition from the conceptual bicycle superhighway corridors in the Countywide Bicycle Plan to a map of specific alignments, VTA worked closely with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee. In spring and summer 2020, VTA met individually with city and county staff to refine alignments that support local plans. In August 2020, VTA presented the draft bicycle superhighway map to the Technical Advisory Committee, Policy Advisory Committee, and Bicycle and Pedestrian Advisory Committee (BPAC) for comment. Staff revised the map based on feedback and brought it to a BPAC interactive workshop in December 2020 for further input. Staff further modified the map and confirmed the changes with Member Agency staff. At the request of city staff, VTA presented the bicycle superhighway map to the bicycle and pedestrian advisory committees of Palo Alto and Los Altos.

For the 2025 Update, VTA coordinated with Member Agency staff to revise bicycle superhighway alignments and implementation statuses. VTA also identified the need for a north-south bicycle connection in western Santa Clara County and consulted Palo Alto about including this additional route in the Plan.

2025 Update

This document provides an update to the original Bicycle Superhighway Implementation Plan adopted in 2021. It includes updated segment statuses and outlines network expansions to enhance countywide connectivity. The Central Bikeway's alignment was determined through the Central Bikeway Feasibility Study and Alternatives Analysis, completed in 2022. The Charleston/Arastradero Corridor, a new bicycle superhighway alignment located in Palo Alto, was added in this update. This corridor provides a crucial north-south connection and links with existing east-west bicycle superhighways. This document also provides updated cost estimate ranges and vehicle miles traveled (VMT) reduction estimates for each bicycle superhighway.

The revised plan underscores VTA's ongoing commitment to enhancing and expanding the bicycle network across Santa Clara County.

2. Existing Trail Network Relationship to Bicycle Superhighways

Exemplary bicycle paths in Santa Clara County, such as the Guadalupe River Trail, Coyote Creek Trail, San Tomas Aquino/Saratoga Creek Trail, Stevens Creek Trail, and Bay Trail, currently serve as high-quality bicycle commute routes. Counts show upwards of 2,000 weekday users on some segments. These paths offer long-distance, uninterrupted bicycle travel, with crossings over or under major roadways, freeways, and rail lines, and include wayfinding signage, informational kiosks, and amenities along the route. Many are supported by online and printed maps, as well as dedicated social media accounts managed by city staff. Although cities have not officially branded these bikeways as 'superhighways,' they effectively serve that purpose during commute hours.

While many of Santa Clara County's multi-use paths function as bicycle superhighways, challenges remain before they can fully meet the criteria. A major challenge is the conflict between high-speed bicyclists and other trail users. Most trails have posted speed limits of 15 miles per hour or less, but experienced bicyclists can easily reach speeds of 18 miles per hour on standard bicycles and over 20 miles per hour on electric-assist bicycles. This Plan supports maintaining safe, appropriate speed limits on multi-use paths through community education, effective enforcement, and necessary physical upgrades. Wider trails or designated walking and biking paths are recommended to separate trail users and enhance safety.

Finally, the Plan excludes some trails with highly constrained conditions, such as the Los Gatos Creek Trail, from the superhighway network. Although these trails provide important bicycle connectivity, the likelihood of upgrading them to meet superhighway standards is remote. In such cases, the Plan identifies potential parallel on-street routes to provide an alternative.

3. Design Expectations

Santa Clara County's bicycle superhighways aim to provide a safe, consistent, and memorable riding experience, whether on off-street or on-street facilities. Each superhighway will be designed to fit the local context, but the overall design should support low-stress riding, minimize conflicts with other users, prioritize bicyclists at intersections, provide clear wayfinding, ensure strong connectivity, and reduce or eliminate conflicts and wait times at major barriers.

Bicycle superhighways along local roadways and paths should adhere to basic design principles outlined in Chapter 5 of VTA's Countywide Bicycle Plan:

- The lowest stress bicycle facility that is appropriate for the local context and community needs should be provided.
- Facilities along local roads should strive to maintain a bicycle level of stress[1] (LTS) of 1 or LTS 2, where the mainstream adult population feels comfortable bicycling.
- Bicycle speeds on paths shared with pedestrians should not exceed 15 mph.
- The bicycle facilities and bicycling experience should remain consistent across jurisdictional boundaries, through intersections, and through interchanges.
- Bicycle wayfinding should be provided, such as on-street maps and signs at trail intersections. Maps and signs should identify the user's current location and major landmarks or destinations.
- All actuated signals along and across the facilities must detect bicyclists.
- Access should be provided 24 hours a day, 7 days a week, 365 days a year.
- Adequate lighting should be provided.
- Facilities should be maintained, free of debris and other obstacles. Facilities separated from the adjacent roadway should be designed to permit road sweeping equipment to access the bikeway.
- Sharp turns should be avoided as much as possible.
- Bicyclist delay at intersections should be minimized.
- Grade separation of major barriers should be considered.
- Widths of bicycle facilities should be greater than the minimum.
- Separation of bicycle and pedestrian traffic should be considered, where possible.
- Intelligent transportation systems should be deployed to collect data, provide feedback to bikeway users, and facilitate travel along the corridor.
- Wayside amenities should be provided as appropriate for the local context and needs of the community, including rest or gathering points adjacent to path of travel, for both on- and off-street facilities.
- Driveways and curb cuts should be minimized or removed.
- Branding and place making should be integrated into the bikeway as appropriate for the local context and needs of the community.
- For paths along riparian corridors, suitable parallel on-street bikeways should be identified as detour routes in the event of path closure due to maintenance or flooding.
- Bicyclists should feel joy as they travel along bicycle superhighways. The superhighways should provide a continuous route through engaging landscapes, expanding travel choices that increase access from local neighborhoods to natural areas, parks, and other destinations.

Recommended Design Features by Facility Type

This section outlines recommended design features for various types of bicycle facilities. These features were identified in collaboration with VTA Member Agencies as part of the 2018 Countywide Bicycle Plan and incorporate both national and international best practices and innovative designs. The recommendations align with, or exceed, the standards set in VTA's Bicycle Technical Guidelines.

To ensure a low-stress bicycling experience, bicycle superhighways will likely be constructed as bicycle paths, trails, or physically separated bikeways. Depending on the roadway context or physical constraints, standard bike lanes, buffered bike lanes, or bicycle boulevard treatments may also be appropriate or necessary for bicycle superhighways.

[1] *Level of stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. LTS analysis ranges from 1 to 4 with 1 being the least stressful (suitable for children) and 4 typically acceptable to those classified as "enthused and confident bicyclists" and equivalent to riding on a 35 mph road without bike lanes or a higher speed road with high traffic volumes and bike lanes.*

Bicycle Paths

Bicycle paths, also known as shared-use paths or trails, offer bicycle access that is physically separated from motor vehicle traffic. Bicycle paths should be at least eight feet wide for one-way travel and ten feet wide for two-way travel. These paths may also be shared with pedestrians. When shared with pedestrians, bicycle paths should be wider (12 to 15 feet) and include a 15-mph speed limit for bicyclists. Grade separation is preferred at major intersection crossings, and bicycle-specific treatments are recommended wherever a bicycle path crosses a roadway. Examples include the Guadalupe River Trail and Stevens Creek Trail.

Separated Bikeways

Separated bikeways, also known as cycle tracks or protected bikeways, are on-street lanes designated exclusively for bicycles, separated from vehicles and/or on-street parking by a physical, vertical buffer. Separated bikeways are most appropriate on roadways with speeds of 25 mph or higher and moderate to high traffic volumes. The minimum recommended width is six to seven feet, with a minimum three-foot buffer for street-level facilities, or a five-foot bikeway with a 1.5-foot buffer for bikeways at sidewalk level. Narrower widths can be accommodated under exceptional circumstances. Separated bikeways should include signal detection and other intersection enhancements, with careful attention to potential conflicts at intersections and driveways.

Bicycle Lanes

Bicycle lanes are on-street travel lanes designated exclusively for bicycles, marked with striping to differentiate them from adjacent vehicle travel lanes. Bicycle lanes are suitable for roadways with travel speeds of less than 35 mph and up to two vehicle travel lanes in each direction. Bicycle lanes should be at least six feet wide and equipped with signal detection and other enhancements at intersections.

Buffered Bicycle Lanes

Buffered bicycle lanes are classified similarly to standard bicycle lanes but include additional painted buffer space between the bicycle lane and adjacent vehicle parking and/or travel lanes. Examples include Welburn Avenue in Gilroy and Bird Avenue in San José.

Bicycle Routes

Bicycle Routes are designated routes where the bicycle travel lane is shared with vehicles. They are designated by signage and sometimes by a shared lane marking on the roadway. Bicycle routes are best suited to roadways with speed limits of 25 mph or less and one vehicle travel lane in each direction. Bicycle routes should only be part of the bicycle superhighway network if traffic volumes are very low and the roadway is designed to only accommodate low vehicular speeds.

Bicycle Boulevards

Traffic calming measures can be applied to designated bicycle routes to reduce speeds and limit vehicle volumes. This can upgrade a bicycle route to a bicycle boulevard. Intersection priority and vehicle speed control should be key considerations in designing a bicycle superhighway classified as a bicycle boulevard. The Amarillo-Moreno Bicycle Boulevard in Palo Alto is an example of a bicycle boulevard.

Wayfinding

A bicycle wayfinding system includes comprehensive signage, pavement markings, kiosks, maps, and apps in local languages to guide bicyclists to their destinations along preferred routes. Wayfinding for the bicycle superhighway network should be consistent and branded to emphasize its role as the backbone of the county's bicycle network. Typically, wayfinding signs are placed at decision points along bicycle routes and at key destinations. Member Agencies should also provide directions to the network from distances of up to a mile away.

Simulations of on-street bicycle superhighways

4. Bicycle Superhighway Network & Implementation Status

Bicycle Superhighway Alignments

VTA worked with its 16 Member Agencies to identify 18 potential bicycle superhighway alignments.

Planning Work Done, Corridor Alignment Fairly Certain:

1. Bascom Avenue/Los Gatos Boulevard
2. Bay Trail
3. Blossom Hill Road
4. Central Bikeway
5. Charleston Road/Arastradero Road
6. Cochrane Road/Madrone Channel Trail/ Tennant Avenue
7. Coyote Creek Trail
8. El Camino Real
9. Guadalupe River Trail
10. Historic De Anza Trail/Union Pacific Railroad Trail
11. Story-Keyes

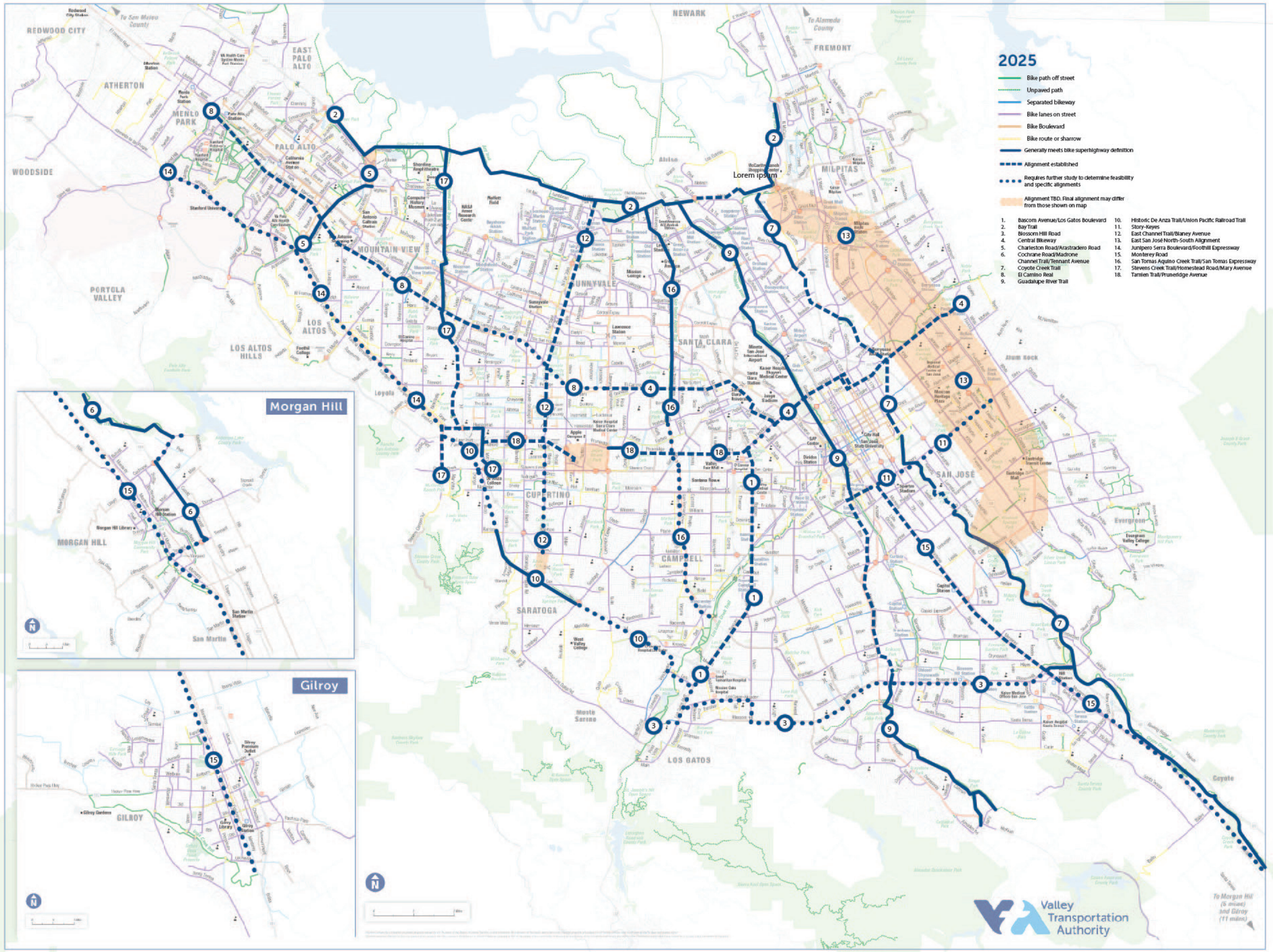
Requires Further Study to Determine Feasibility or Specific Alignments:

12. East Channel Trail/Blaney Avenue
13. East San José North-South Alignment
14. Junipero Serra Boulevard/ Foothill Expressway
15. Monterey Road
16. San Tomas Aquino Creek Trail/ San Tomas Expressway
17. Stevens Creek Trail/Homestead Road/ Mary Avenue
18. Tamien Trail/Pruneridge Avenue

Figure 1 shows a map of these alignments. The alignments comprising the superhighway network are at various stages of completion. The map includes four categories, which are described in Table 1 below:

Table 1: Four Categories of Bicycle Superhighways Implementation Status

Bicycle Superhighway Implementation Status	Existing Bikeway	Local Support
Generally meets bicycle superhighway definition criteria	Established bikeway with physical separation from motor vehicles, but may require enhancements like widening, intersection improvements, or wayfinding upgrades to meet bicycle superhighway standards	The segment has received support in the past and bicycle facilities have been built
Alignment established	The segment may or may not currently have a bikeway	Local plans endorse the development of a low-stress bikeway along the segment
Requires further study to determine feasibility or specific alignments	The segment may or may not currently have a bikeway	The segment may or may not be included in local plans for improved bicycle facilities
Alignment TBD	The segment may or may not currently have a bikeway	VTA and its Member Agencies recognize the need for a bicycle superhighway in the area, but a specific corridor has not yet been selected


2025
Bike path off street
Unpaved path
Separated bikeway
Bike lanes on street
Bike Boulevard
Bike route or sharrow
Generally meets bike superhighway definition
Alignment established
Requires further study to determine feasibility and specific alignments
Alignment TBD. Final alignment may differ from those shown on map
1. Bascom Avenue/Los Gatos Boulevard
2. Bay Trail
3. Blossom Hill Road
4. Central Bikeway
5. Charleston Road/Arastradero Road
6. Cochrane Road/Madrone Channel Trail/Tennant Avenue
7. Coyote Creek Trail
8. El Camino Real
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17. Stevens Creek Trail/Homestead Road/Mary Avenue
18. Tamien Trail/Pruneridge Avenue
Morgan Hill
Gilroy
REDWOOD CITY
ATHERTON
MENLO PARK
PALO ALTO
EAST PALO ALTO
WOODSIDE
PORTOLA VALLEY
LOS ALTOS
LOS ALTOS HILLS
MOUNTAIN VIEW
NEWARK
FREMONT
MILPITAS
SUNNYVALE
SANTA CLARA
SAN JOSÉ
CUPERTINO
CAMPBELL
SARATOGA
LOS GATOS
MORGAN HILL
GILROY
Valley Transportation Authority

Implementation Status

The following sections describe each of the 18 bicycle superhighways and provides a status update.

1. Bascom Avenue/Los Gatos Boulevard

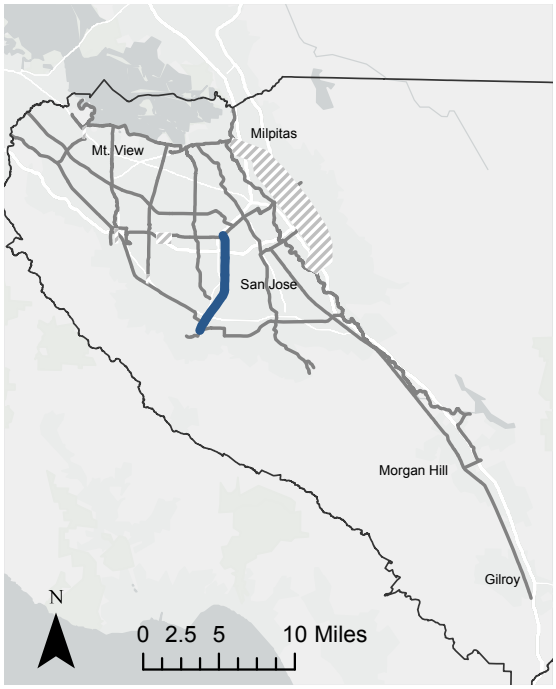
Proposes on-street bikeway between Hedding Street (San José) and Blossom Hill Road (Los Gatos). This project builds on the Bascom Avenue Complete Streets Corridor Study, which proposes separated bikeways along Bascom Avenue between I-880 and Highway 85. Additionally, the existing bike lanes on Los Gatos Boulevard south of Lark Avenue could be upgraded.

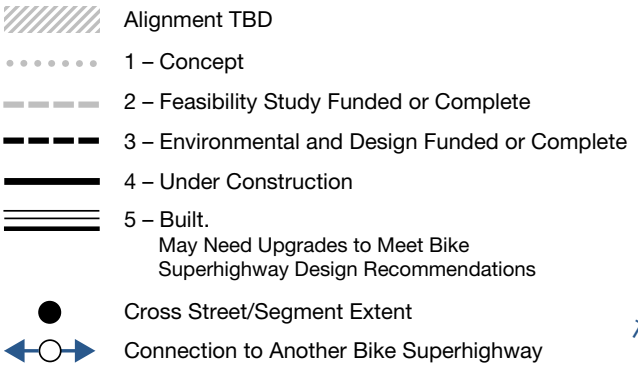
Agencies	San José, Campbell, County, and Los Gatos
Destinations	Rose Garden, O'Connor Hospital, Valley Medical Center, San José City College, Bascom Community Center, Del Mar High School, Bascom Light Rail Station, Los Gatos Creek Trail, Hamilton Shopping Center, Pruneyard Shopping Center
VTA Involvement	Lead (I-880 to Hamilton Avenue)/Provide planning support to lead agencies (from Hamilton Avenue to Blossom Hill Road)
Length	6.8 miles total 0 miles currently built as trail or protected bikeway
VMT Reduction Per Weekday (2050)	-1,400
Planning-Level Cost Range	$$$
Active Implementation Efforts *(as of Summer 2024)*	• VTA, partnering with the Cities of San José, Campbell, and Los Gatos and the County, completed the Bascom Avenue Complete Streets Corridor Study (Highway 85 to I-880) in 2021. • VTA, partnering with the Cities of San José and Campbell and the County, began designing the Complete Streets corridor from Hamilton Avenue to I-880 in 2022, funded by 2016 Measure B. • A $39 million California Active Transportation Program (ATP) grant has been allocated for construction of the I-880 to Hamilton Avenue segment once design work is completed. • San José plans to repave two miles of Bascom Avenue between Dry Creek Road and Highway 85 in 2025. The city is evaluating the feasibility of a road diet and potential parking removal to install quick-build Class IV bikeways.

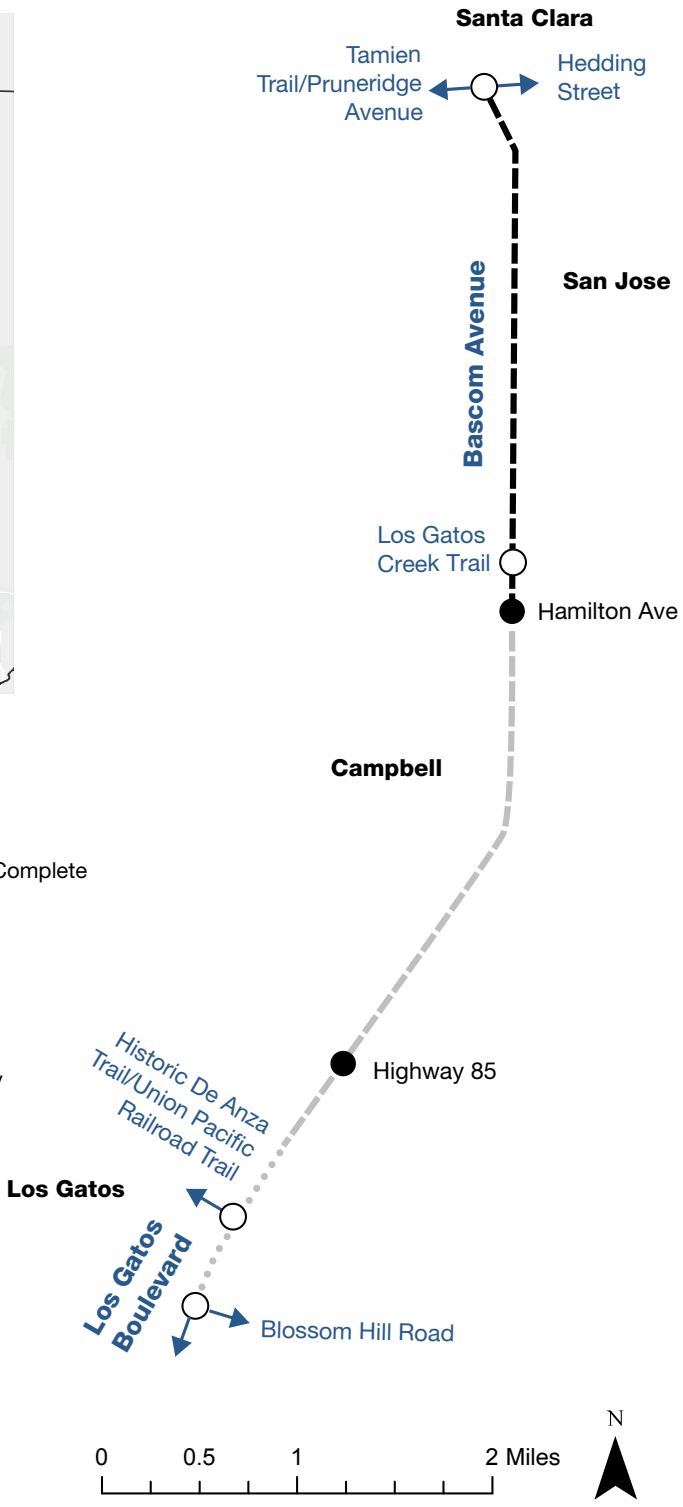
Los Gatos Boulevard

1. Bascom Avenue/Los Gatos Boulevard

As of Summer 2024







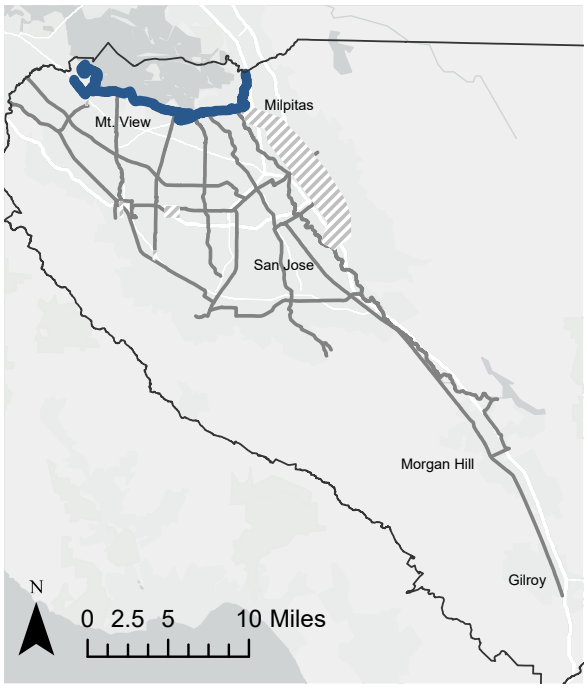
2. Bay Trail

Off-street trail between Oregon Expressway (Palo Alto) and McCarthy Boulevard (Milpitas). The Bay Trail is a planned 500-mile biking and walking trail that surrounds the San Francisco Bay. In Santa Clara County, most of the Bay Trail is constructed and spans from Palo Alto to Milpitas along the shoreline and on top of levees. The Bay Trail continues across county lines, connecting to East Palo Alto and Fremont. There is one gap between North 1st Street and Zanker Road in San José, which the city plans to close.

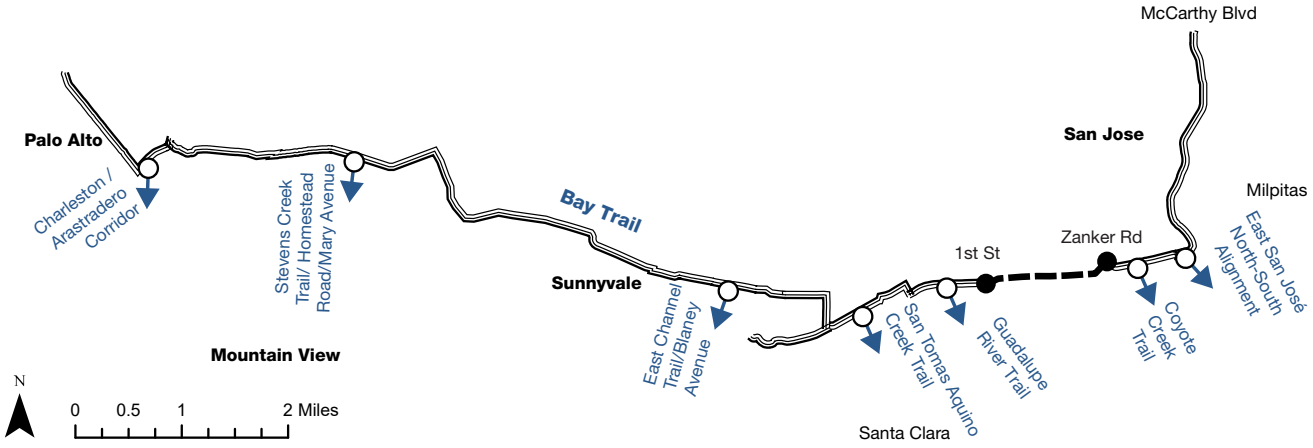
Agencies	San José (to close existing gap), Metropolitan Transportation Commission (Association of Bay Area Governments)
Destinations	City of East Palo Alto, Palo Alto Baylands, Shoreline Park, North Bayshore businesses, NASA-Ames Research Center, Moffett Field, Moffett Park businesses, Lockheed Martin Transit Center, VTA Light Rail Borregas and Crossman Stations, Sunnyvale Sports Complex and Baylands Park, businesses in North Santa Clara and North San José, McCarthy Ranch, City of Fremont
VTA Involvement	Provide planning support to lead agencies
Length	18.6 miles total 17.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-8,600
Planning-Level Cost Range	$
Active Implementation Efforts *(as of Summer 2024)*	• San José is working on Reach 9 of the Bay Trail on the western side of the city. The city submitted a grant for the bridge to connect across the Alviso Slough. • In 2024, MTC published the Bay Trail Gap Closure Implementation Plan, setting priorities for future work to complete the vision of a 500-mile Bay Trail.

Bay Trail

2. Bay Trail
As of Summer 2024



- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
  May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



3. Blossom Hill Road

Proposed on-street bikeway between Los Gatos Creek Trail and Coyote Creek Trail (San José). The bikeway will detour from Blossom Hill Road in Los Gatos. It will travel along Los Gatos Boulevard, Los Gatos Almaden Road, and Union Avenue before connecting back to Blossom Hill Road.

There are bike lanes already installed on Blossom Hill Road between North Santa Cruz Ave and Camino Del Cerro in Los Gatos, as well as between Almaden Expressway and Snell Avenue in San José. The San José Better Bike Plan 2025 proposes separated facilities along the entire length of Blossom Hill Road within San José.

Agencies	Los Gatos and San José
Destinations	Downtown Los Gatos, Blossom Hill Elementary, Leigh High School, Noddin Elementary, Dartmouth Middle School, Pioneer High School, numerous retail outlets and medical services along Blossom Hill Road, VTA Light Rail Blossom Hill Station, Oak Grove High School, Blossom Hill Caltrain Station
VTA Involvement	Provide planning support to lead agencies/Help lead agencies seek funding
Length	11.5 miles total 0.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,600
Planning-Level Cost Range	$$$
Active Implementation Efforts *(as of Summer 2024)*	• The US-101/Blossom Hill Road interchange project was completed in 2023. It features interchange modifications and a protected overcrossing for bicyclists and pedestrians. • Sections of Blossom Hill Road (Almaden to Cahalan, and Camden to Leigh) will be repaved, with plans for quick-build safety improvements, including bollard-separated Class IV bikeways, high-visibility crosswalks, and a radar speed sign. • Los Gatos, in partnership with San José, received a Safe Streets for All grant to conduct a complete street study of Blossom Hill, primarily focused in the Town of Los Gatos.

Blossom Hill Road

3. Blossom Hill Road

As of Summer 2024

- Alignment TBD
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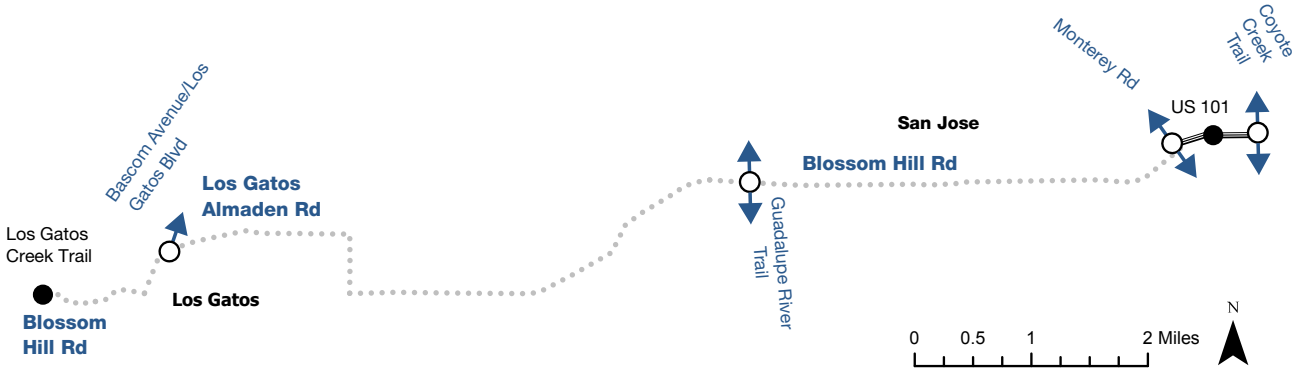
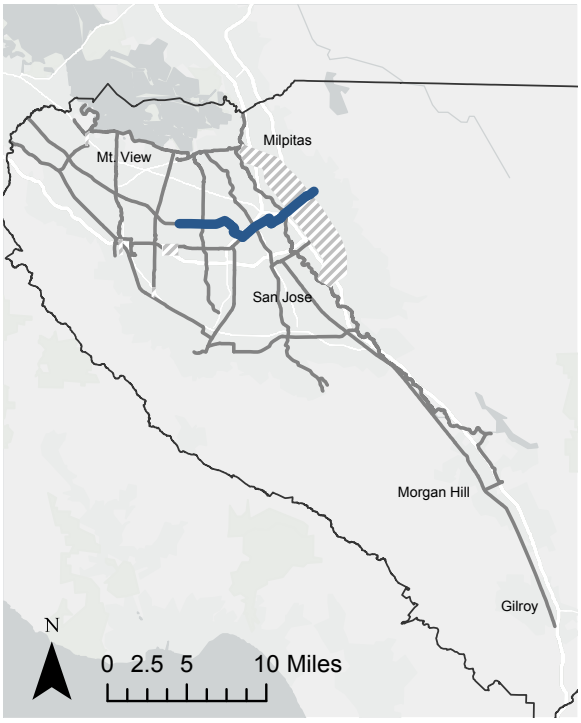


4. Central Bikeway

A proposed on-street bikeway located within the Santa Clara and San José city limits runs west to east along key corridors, including El Camino Real, The Alameda, Hedding Street, 10th/11th Street, Taylor Street, and Mabury Road, covering a total stretch of 10.8 miles. The Central Bikeway Alternatives Analysis and Feasibility Study was completed in 2022, resulting in the selection of the preferred alignment. The project will feature separated bike lanes throughout this corridor. VTA has secured State Transportation Improvement Program (STIP) funding to advance project to the design and environmental review phase. The City of Santa Clara's 2018 Bicycle Plan Update identifies the need for a Class IV Separated Bicycle Lane along the section of El Camino Real within the Central Bikeway alignment.

Agencies	San José, Santa Clara, and Santa Clara County
Destinations	Lawrence and Santa Clara Caltrain stations, office parks, Santa Clara University, Bellarmine College Prep, Santa Clara County Justice Center, Muwekma Ohlone Middle School, Berryessa BART Station, VTA Light Rail Berryessa Station, Penitencia Creek Park, Mineta San José International Airport, Earthquakes Stadium
VTA Involvement	Lead
Length	10.8 miles total 0.7 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-4,200
Planning-Level Cost Range	$$$
Active Implementation Efforts *(as of Summer 2024)*	• The Central Bikeway Alternatives Analysis and Feasibility Study is completed. The preferred alignment was selected. • VTA has secured funding to advance the project to the design and environmental review phase and is expected to begin in 2026. • Santa Clara City Council approved the removal of parking along most of El Camino Real within City limits in 2022. The City proposes to install a Class IV separated bikeway (striped buffer with bollards) along El Camino Real from Halford Avenue to Portola Avenue. In areas where private on-site parking is insufficient, parking will remain, and Class III shared-lane markings or bike detours will be considered instead. • Caltrans proposes Class IV separated bikeways between Lincoln Street and Pomeroy Avenue. The Caltrans project received conceptual approval in 2024 and will proceed to the Project Approval/Environmental Document phase, followed by the Design phase, before it is constructed.

4. Central Bikeway
As of Summer 2024



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- Cross Street/Segment Extent
- Connection to Another Bike Superhighway

5. Charleston/Arastradero Corridor

On-street bikeway along Charleston and Arastradero Roads between Foothill Expressway and San Antonio Road and a to-be-determined connection from San Antonio Road to the Bay Trail. The Charleston-Arastradero Corridor is a heavily used residential arterial road that serves a connector in the southern section of Palo Alto. The segment between Foothill Expressway and San Antonio Road has been constructed and includes landscaped medians, curb extensions/bulb-outs, enhanced bicycle and pedestrian improvements, and traffic signal modifications consistent with the existing striping and roadway configuration.

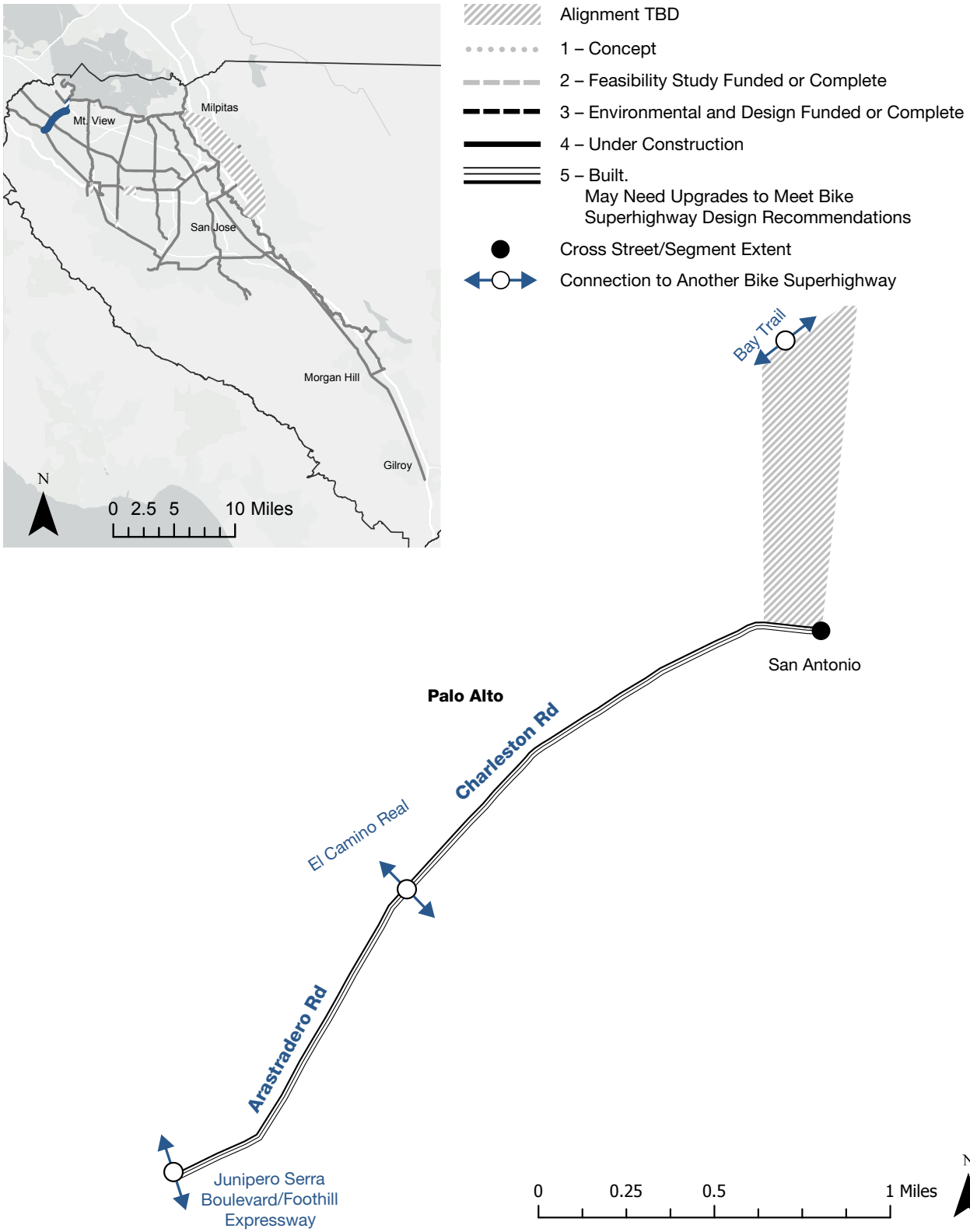
The recently constructed improvements along Charleston and Arastradero Roads between Foothill Expressway and San Antonio Road were in development for over 15 years, involving significant stakeholder outreach and community engagement. The City Council approved the concepts for the corridor in 2015, and the Architectural Review Board approved the landscape plans in 2017. Part of the project was funded by federal grants, necessitating a phased construction approach. Phase 1 encompassed the corridor section of Arastradero Road between Foothill Expressway and Clemo Avenue. Phase 2 involved West Charleston Road from Alma Street to Middlefield Road. Phase 3 of construction included two segments of the corridor: from Los Palos Avenue to Alma Street and from Middlefield Road to San Antonio Road.

Agencies	Palo Alto
Destinations	Various schools, several parks, shopping centers, community centers, senior living facilities, and a library.
VTA Involvement	Provide planning support to lead agency/Help lead agencies seek funding
Length	3.1 miles total 2.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	TBD. The remaining alignment has not been determined
Planning-Level Cost Range	TBD. The remaining alignment has not been determined
Active Implementation Efforts *(as of Summer 2024)*	• The segment between Foothill Expressway and San Antonio Road has been built. It includes landscaped medians, dedicated or buffered bikeways, and upgraded traffic signals with an adaptive traffic control system to optimize traffic flow.

Charleston/Arastradero Corridor

5. Charleston/Arastradero Corridor

As of Summer 2024



6. Cochrane Road/Madrone Channel Trail/Tennant Avenue

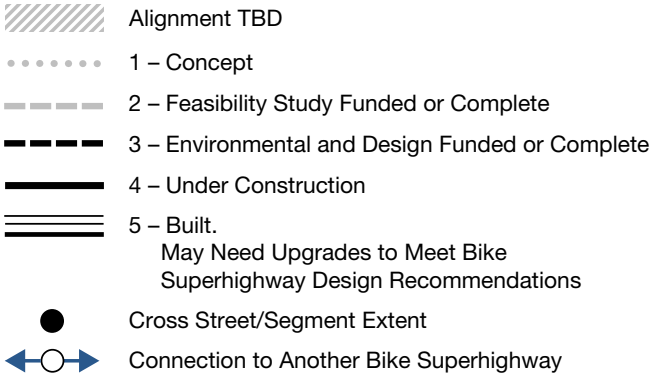
Proposed on- and off-street bikeway between the Coyote Creek Trail and Monterey Road (Morgan Hill). This project will involve paving and extending the existing Madrone Channel Trail to create a shared-use path from Cochrane Road to Tennant Avenue. Additionally, it would include upgrading the on-street facilities on Cochrane Road between the Coyote Creek Trail and the Madrone Channel Trail, as well as enhancing the facilities on Tennant Avenue to connect to Monterey Road.

Agencies	Morgan Hill
Destinations	Shopping centers, Rancho Grande de Morgan Hill, South Valley Mushroom Farm, Morgan Hill Outdoor Sports Center, office parks
VTA Involvement	Help lead agency seek funding
Length	5.4 miles total 2.9 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	200
Planning-Level Cost Range	$$
Active Implementation Efforts *(as of Summer 2024)*	• Morgan Hill has paved the trail along the Madrone Channel between Main Ave and Tenant Ave using 2016 Measure B funds. Project include trailside amenities and crossing improvements.

Cochrane Road

6. Cochrane Road/Madrone Channel Trail/Tennant Avenue

As of Summer 2024



7. Coyote Creek Trail

Off-street trail between the Bay Trail (San José) and Cochrane Road (Morgan Hill). The Coyote Creek Trail is planned and partially developed as one of the longest trail systems in Santa Clara County, ultimately extending from the Bay to Morgan Hill. The existing trail is built out in four disconnected segments.

1. Milpitas Section: Paved — McCarthy Boulevard to Alviso-Milpitas Rd (2.0 miles)
2. Northern Reach (San José): Gravel – Highway 237 to Montague Expressway (2.3 miles)
3. Central Reach (San José): Paved – William Street to Phelan Avenue (2.0 miles)
4. Southern Reach (San José/County): Paved – Tully Road to Morgan Hill, near Anderson County Park (19.6 miles)

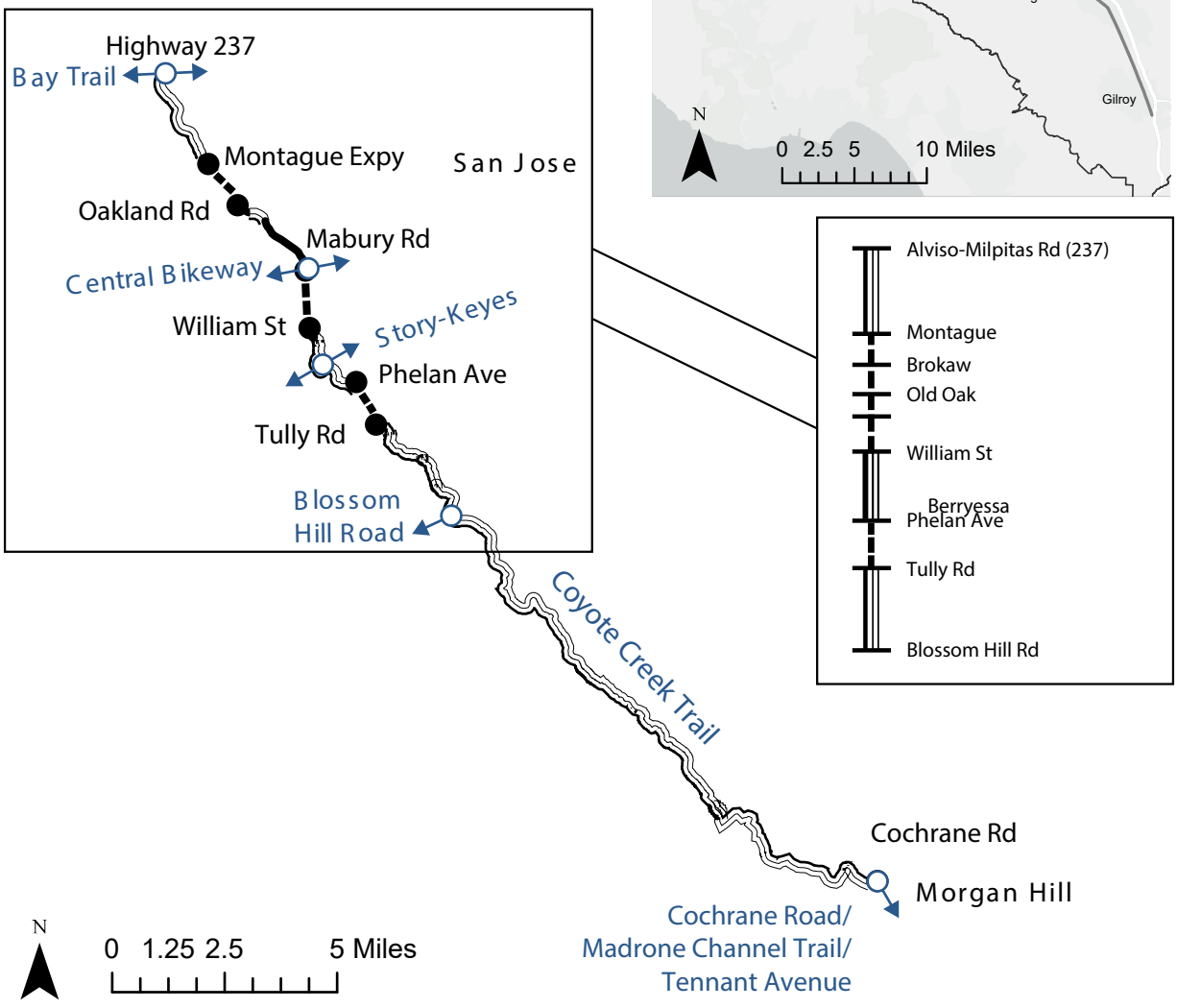
Agencies	Milpitas, San José, and the County of Santa Clara
Destinations	North San José businesses, Berryessa BART Station, San José High School, Happy Hollow Park and Zoo, Japanese Friendship Garden, History Park, Stonegate Elementary School, Hellyer Velodrome, Hellyer County Park, Coyote Creek Parkway, Charter School of Morgan Hill, Anderson Lake County Park
VTA Involvement	Help lead agencies seek funding
Length	32.7 miles total 26.4 miles of existing trail
VMT Reduction Per Weekday (2050)	-10,700
Planning-Level Cost Range	$
Active Implementation Efforts *(as of Summer 2024)*	• The City of San José has been awarded 2016 Measure B funds to design four trail segments: Montague Expressway to Brokaw Road, Old Oakland Road to Berryessa Road, Empire Street to Santa Clara Street, and Singleton Crossing near Tuers Road. • The trail connection between Selma Olinder and Phelan Road has been completed. • The connection from Phelan Road to Tully Road and from Mabury Road to Empire Street is anticipated to be constructed in the next year, by 2025. The Mabury-Empire segment will connect neighborhoods south of U.S. 101 to Berryessa BART via Mabury Road. • The City of San José Trails Program is actively working to close the remaining trail gaps, utilizing funding from sources such as the Active Transportation Program, Affordable Housing and Sustainable Communities grants, 2016 Measure B, earmarks, and other resources.

Coyote Creek Trail

7. Coyote Creek Trail

As of Summer 2024

- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built. May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



8. El Camino Real (Palo Alto-Mountain View-Sunnyvale)

Proposed on-street bikeway between Palo Alto Avenue (Palo Alto) and Lawrence Expressway (Sunnyvale). The portion of El Camino Real within the City of Santa Clara is part of the Central Bikeway. Several cities in San Mateo and Santa Clara Counties have made significant planning efforts to implement high-quality bike facilities along El Camino Real, including:

- *Atherton (Atherton El Camino Complete Streets Plan)*
- *Caltrans (Caltrans District 4 Bike Highway Study)*
- *Menlo Park (El Camino Real and Downtown Specific Plan)*
- *Mountain View (El Camino Real Precise Plan and Streetscape Plan)*
- *Redwood City (El Camino Real Corridor Plan)*
- *Santa Clara (Draft EIR for El Camino Real Specific Plan Revision)*
- *Sunnyvale (El Camino Real Corridor Specific Plan)*

Local agencies will need to make trade-offs when determining the roadway priority in certain segments of El Camino Real. As VTA's highest ridership corridor, any project along El Camino Real should be compatible with fast, frequent, and reliable transit. This may require reallocating road space to provide a physically separated bikeway, with additional space needed at transit stops to accommodate bus boarding islands.

Caltrans' (El Camino Real) Pavement Rehabilitation and ADA Improvements project is under construction and will be completed in early 2025. The project will repave a nine-mile stretch of El Camino Real from the Sunnyvale/Mountain View border to the Palo Alto/Menlo Park border. In addition to repaving the road, the project includes updates to sidewalks and curb ramps for ADA access, new signalized pedestrian crossings, right turn on red restrictions, and the addition of separated bikeways and bike lanes in Palo Alto, Mountain View, and Los Altos.

While this project needs additional enhancements to meet Bicycle Superhighway Design expectations, it represents an important step toward a continuous bikeway on El Camino Real. Input from community, advocates, elected officials, and staff in Palo Alto, Mountain View, Los Altos, and VTA resulted in Caltrans incorporating additional bicycle and pedestrian safety improvements into the project.

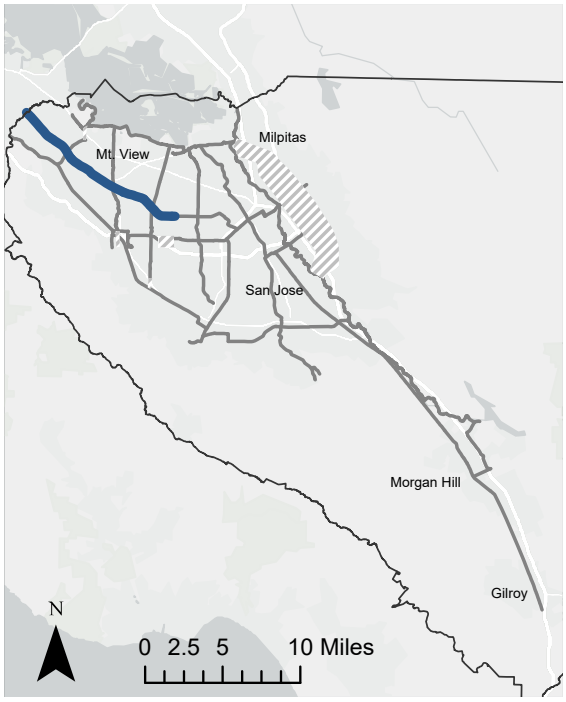
Agencies	Palo Alto, Los Altos, Mountain View, Sunnyvale
Destinations	Stanford Shopping Center, El Camino Park, Stanford University, Mayfield Soccer Complex, Sutter Health Palo Alto Medical Foundation - Mountain View Center, shopping centers
VTA Involvement	Lead/Provide planning support to lead agencies
Length	12 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-3,400
Planning-Level Cost Range	$$$
Active Implementation Efforts *(as of Summer 2024)*	• Numerous planning efforts for El Camino have been completed. Most plans recommend physically separated bikeways: o Caltrans (Caltrans District 4 Bike Highway Study, underway) o Mountain View (El Camino Real Precise Plan and Streetscape Plan) o Redwood City (El Camino Real Corridor Plan) o Santa Clara (Draft EIR for El Camino Real Specific Plan Revision) o Sunnyvale (El Camino Real Corridor Specific Plan) o Peninsula Bikeway Study • Caltrans is repaving El Camino Real between Menlo Park/Palo Alto border to the Mountain View/Sunnyvale border. Anticipated completion is scheduled for winter 2024/2025. The project will install Class II bike lanes and Class IV separated bikeways.

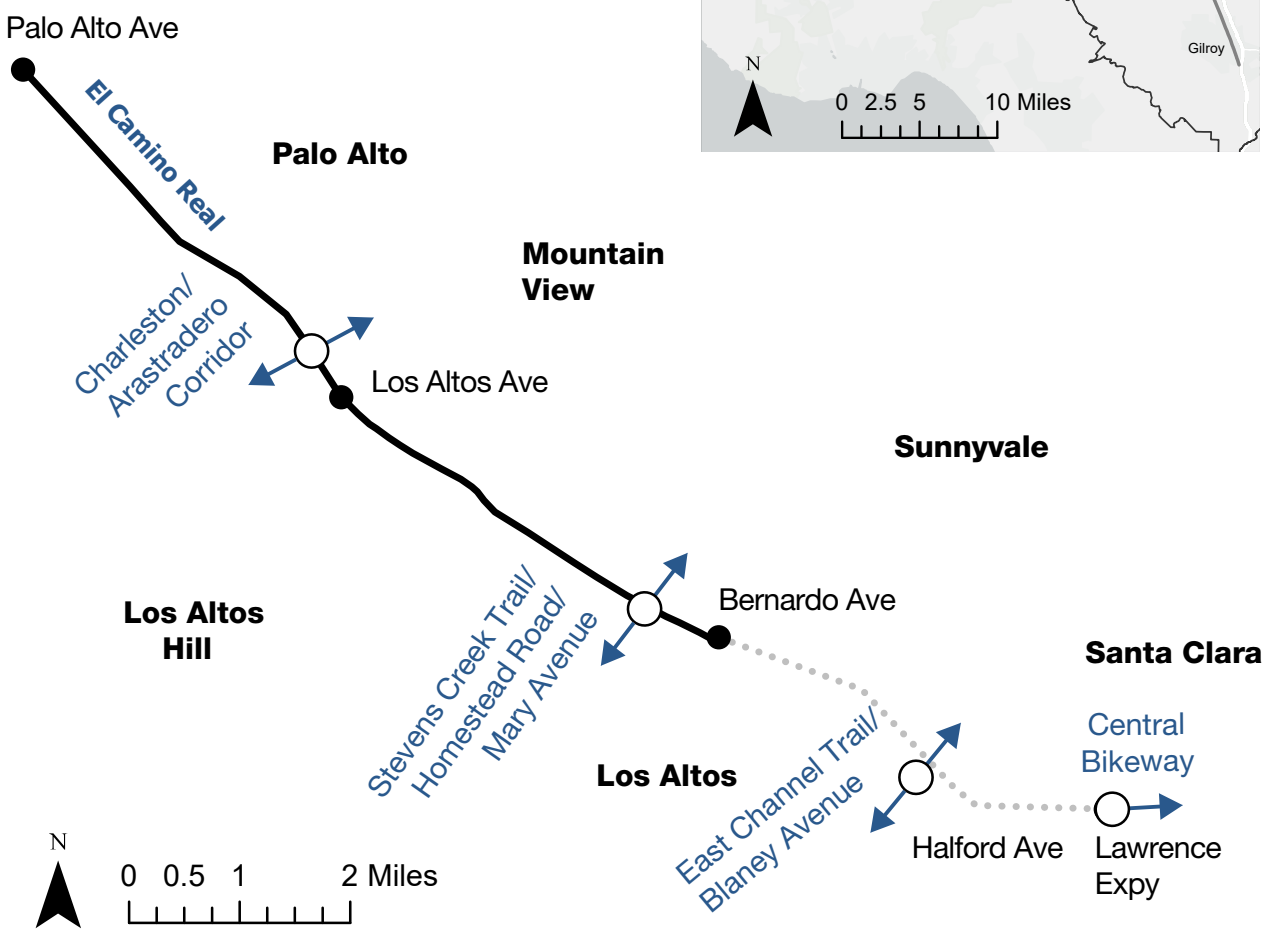
El Camino Real

8. El Camino Real

As of Summer 2024

- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built. May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway





9. Guadalupe River Trail

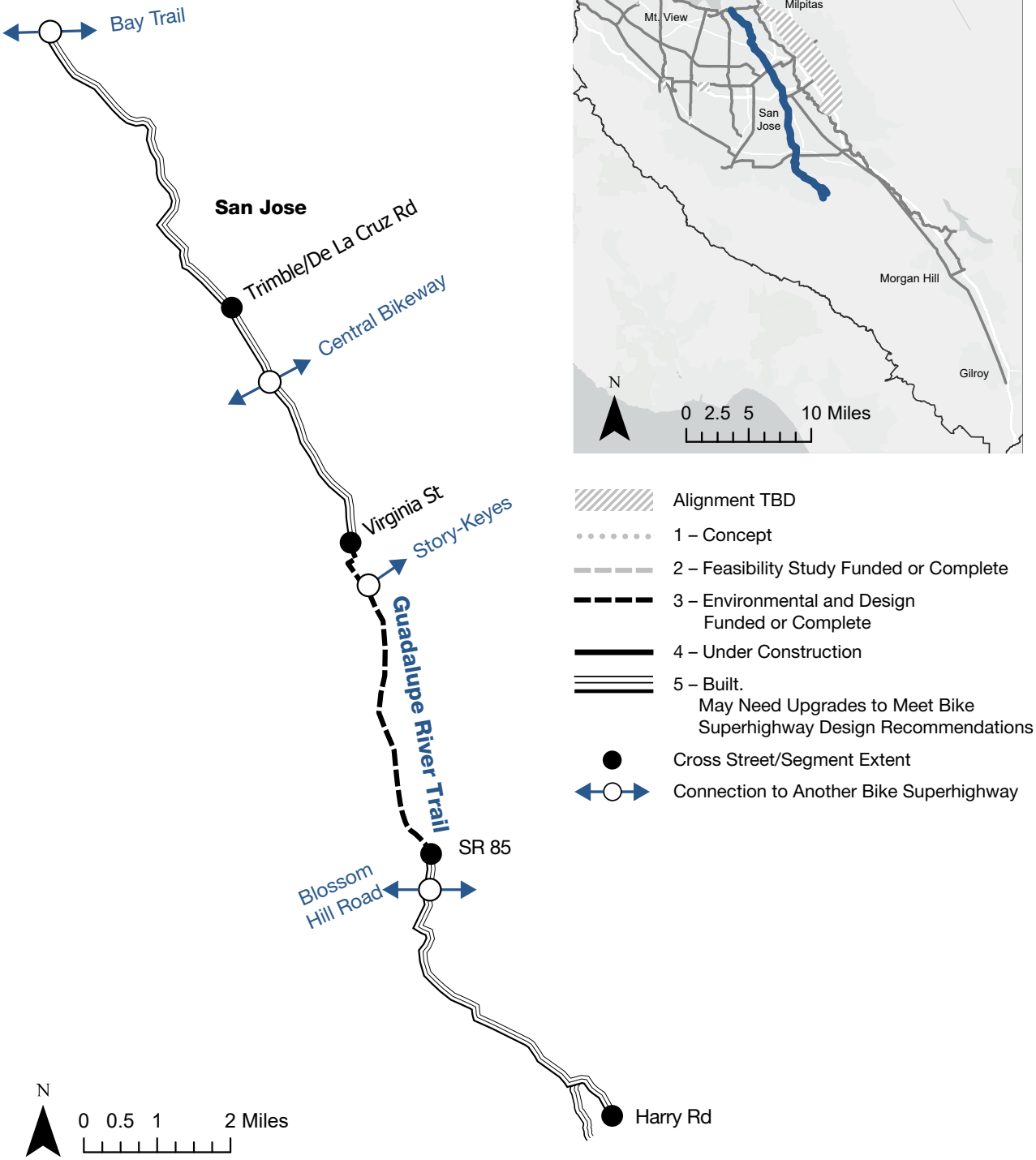
The Guadalupe River Trail runs north-south adjacent to the Guadalupe River for nine miles, extending from Alviso to downtown San José. It then connects with the Los Alamitos Creek trail system, which spans an additional 5.5 miles between Chynoweth Avenue and Harry Road in South San José. The Guadalupe River Trail Master Plan envisions the completion of the trail between Virginia Street and Chynoweth Avenue, primarily located along Almaden Road and Almaden Expressway. This trail serves as a major bicycle commuter corridor.

Agencies	San José
Destinations	Alviso, office parks, Mineta San José International Airport, Guadalupe River Park, shopping centers, Downtown San José, Children's Discovery Museum of San José, VTA Light Rail Virginia and Tamien Stations, Almaden Lake Park, Leland High School
VTA Involvement	Help lead agency seek funding
Length	19.3 miles total 14.5 miles of existing trail
VMT Reduction Per Weekday (2050)	-12,700
Planning-Level Cost Range	$
Active Implementation Efforts *(as of Summer 2024)*	• The City of San José was awarded 2016 Measure B funds to design and environmentally clear the Guadalupe River Trail between Virginia Street and Chynoweth Avenue, including five pedestrian bridges. • In 2024, VTA's Trimble/De La Cruz/US 101 interchange redesign project was completed. It includes the construction of a bicycle and pedestrian path from the Guadalupe River Trail Trimble Road entrance to Central Expressway.

Guadalupe River Trail

9. Guadalupe River Trail

As of Summer 2024



10. Historic De Anza Trail/Union Pacific Railroad Trail

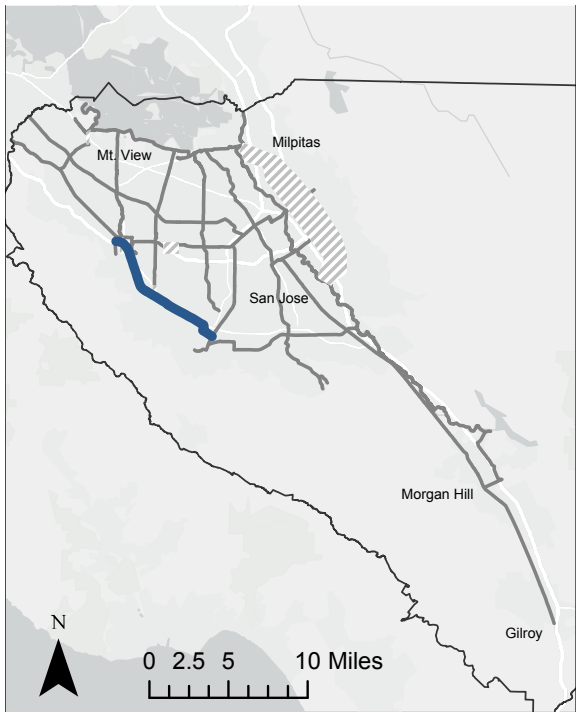
Proposed on- and off-street bikeway between Rancho San Antonio Preserve (Cupertino) and Bascom Avenue (Los Gatos). The Historic De Anza Trail is a long-term initiative by the City of Cupertino to formalize the right-of-way owned by Union Pacific Railroad between Rancho San Antonio Open Space Preserve and Joe's Trail in Saratoga. This five-mile stretch is primarily composed of dirt and rocks and is currently used by pedestrians and some bicyclists. However, the railroad has not permitted trail planning to advance. This Plan recommends extending Joe's Trail through Saratoga and Los Gatos to Bascom Avenue, with some segments potentially may need to be on-street to accommodate this extension.

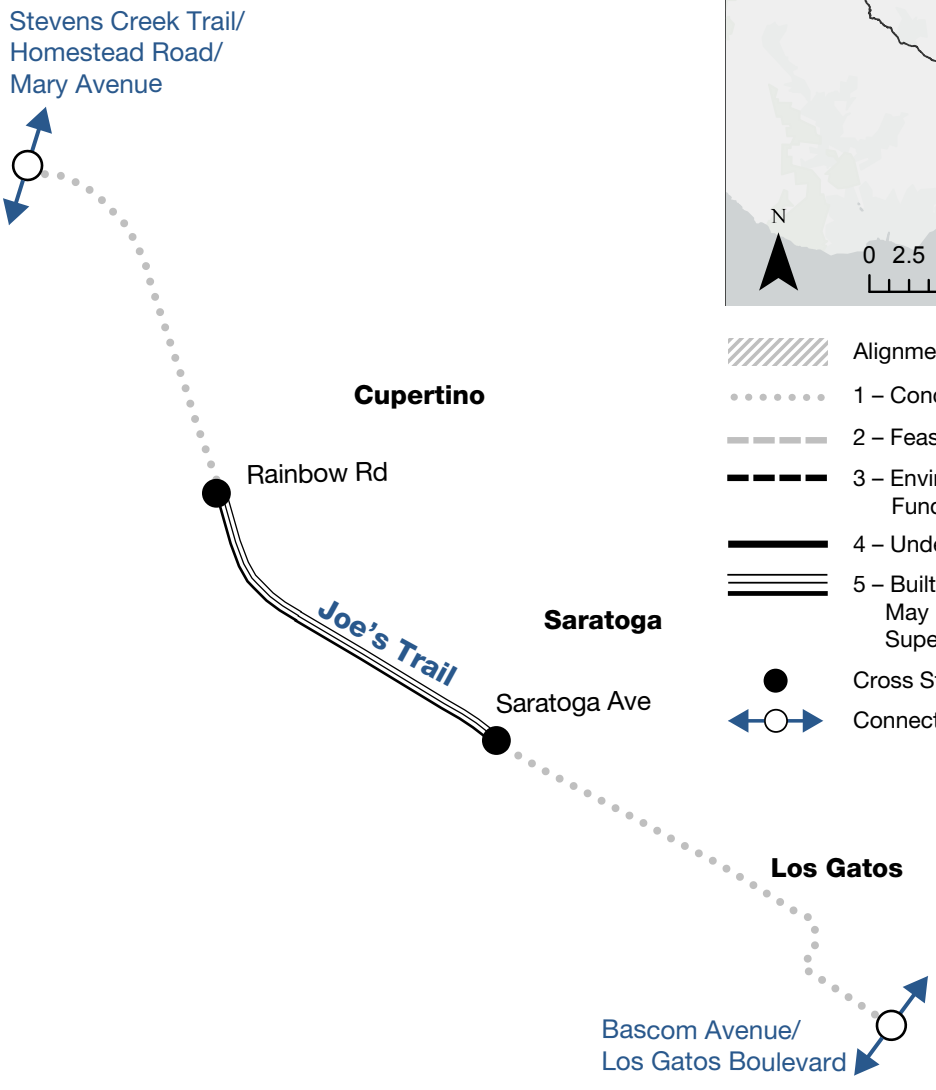
Agencies	Cupertino, Los Gatos, Saratoga
Destinations	Rancho San Antonio Park, office parks, Congress Springs Park, Rolling Hills Middle School
VTA Involvement	Lead/Provide planning support/Help lead agencies seek funding
Length	9.2 miles total 2.7 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,300
Planning-Level Cost Range	$
Active Implementation Efforts *(as of Summer 2024)*	• Saratoga received permits from the California Public Utilities Commission to reopen the pedestrian and bicycle crossing of Joe's Trail at Guava Drive/ Fredericksburg Drive. As of 2024, the design has been completed. • VTA has hired a consultant to assist in determining what steps are necessary with UPRR to permit trail planning to advance.

Historic De Anza Trail

10. Historic De Anza Trail/Union Pacific Railroad Trail

As of Summer 2024





Alignment TBD
1 – Concept
2 – Feasibility Study Funded or Complete
3 – Environmental and Design Funded or Complete
4 – Under Construction
5 – Built. May Need Upgrades to Meet Bike Superhighway Design Recommendations
Cross Street/Segment Extent
Connection to Another Bike Superhighway

N 0 0.75 1.5 3 Miles

11. Story-Keyes

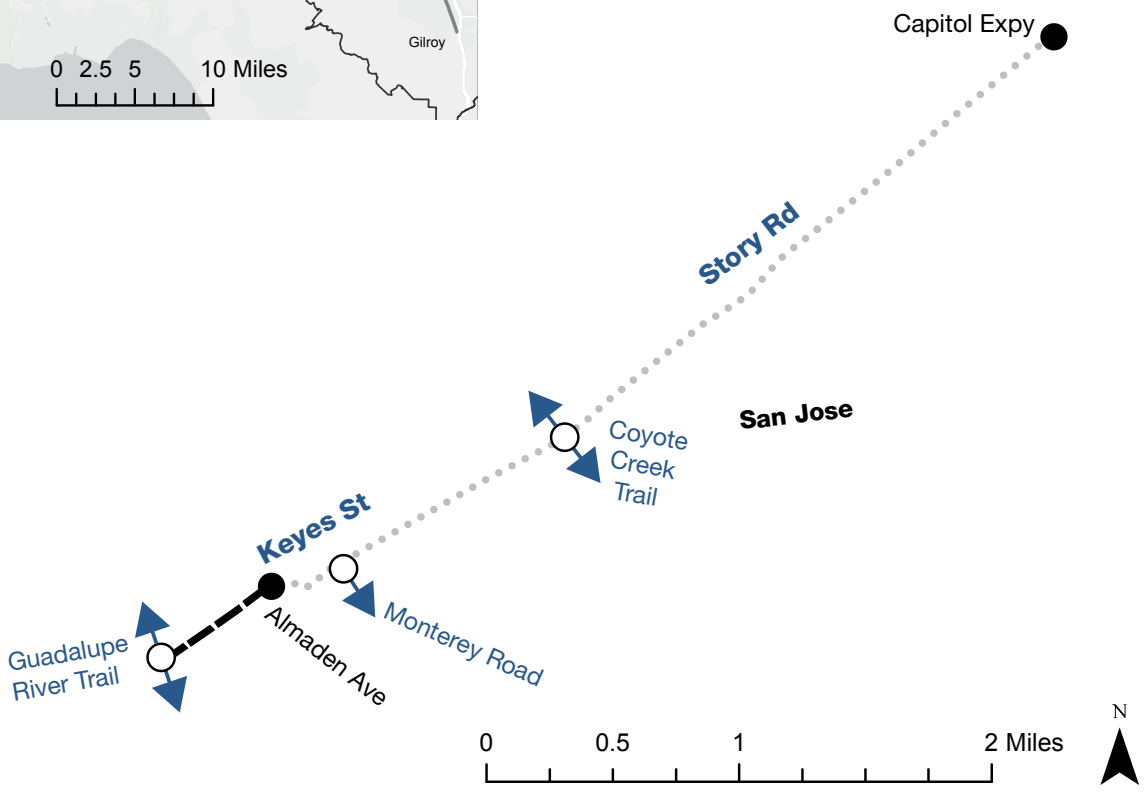
In 2018, VTA adopted the Story-Keyes Complete Streets Study in collaboration with the City of San José. This study evaluated four miles of Willow Street, Graham Avenue, Story Road, and Keyes Street, extending from Highway 87 to Capitol Expressway. Project recommendations include bicycle boulevard treatments on Calle Willow and separated bikeway facilities on Keyes Street and Story Road, along with pedestrian and transit improvements. As one of VTA's highest ridership corridors, the project will be compatible with fast, frequent, and reliable transit.

Agencies	San José
Destinations	Happy Hollow Park and Zoo, shopping centers, Emma Prusch Farm Park
VTA Involvement	Provide planning support to lead agency/Help lead agency seek funding
Length	4.3 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,100
Planning-Level Cost Range	$$
Active Implementation Efforts *(as of Summer 2024)*	• San José was awarded Active Transportation Program and 2016 Measure B funds to design and construct bicycle and pedestrian safety improvements on Willow-Keyes streets between Lelong St and 3rd St. The project includes protected bikeway. • San José applied for One Bay Area Grant funding in 2022 and received partial funding of $45 million out of the original estimate of $62.7 million. The city is currently evaluating the corridor to value-engineer the project within the existing budget. This process involves refining the concept previously submitted by VTA.

Keyes Street

11. Story-Keyes
As of Summer 2024

Alignment TBD
1 – Concept
2 – Feasibility Study Funded or Complete
3 – Environmental and Design Funded or Complete
4 – Under Construction
5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
Cross Street/Segment Extent
Connection to Another Bike Superhighway



12. East Channel Trail/Blaney Avenue

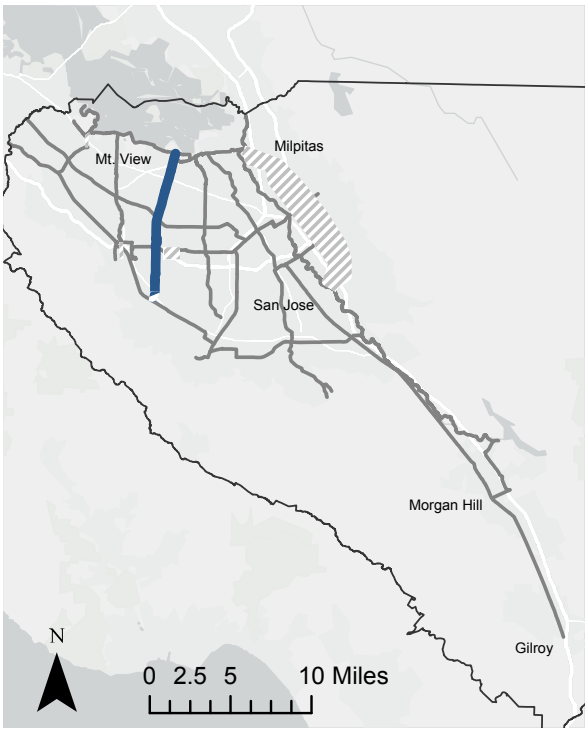
Proposed on- or off-street bikeway between the Bay Trail (Sunnyvale) and Prospect Road (San José). Throughout much of Sunnyvale, the corridor would be off-street, paralleling the Sunnyvale East Channel. It would transition to a mostly on-street facility south of Inverness Way, linking to Blaney Avenue in Cupertino. The Cupertino Bicycle Transportation Plan proposes a separated bikeway along Blaney Avenue between Homestead Road and Bollinger Road, while the San José Better Bike Plan 2025 suggests bicycle boulevard treatments between Bollinger Road and Prospect Road. Implementing a continuous bicycle superhighway may require grade-separated crossings at several locations, including Highway 237, US 101, Caltrain, and Central Expressway. The feasibility of these crossings has yet to be determined.

Agencies	Sunnyvale, Cupertino, San José
Destinations	Moffett Park, The King's Academy, Fair Oaks Park, office parks, Braly Elementary School, shopping centers, Ortega Park, LP Collins Elementary School, R.I. Meyerholz Elementary School, Calabazas Park
VTA Involvement	Provide planning support/Help lead agencies seek funding
Length	8.8 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-2,600
Planning-Level Cost Range	$$
Active Implementation Efforts *(as of Summer 2024)*	• The City of Sunnyvale received One Bay Area Grant funding to implement bike, pedestrian, and transit improvements identified in the East Sunnyvale Area Sense of Place Plan, which includes a portion of the East Channel Trail. • In 2021, VTA awarded the City of Sunnyvale 2016 Measure B funds to study the feasibility of a trail and under/overcrossings along the East Channel Trail. The feasibility study is anticipated to start in 2025. • The Santa Clara Valley Water District has a flood control project along the East Channel Trail that must be completed before developing the trail along the levee.

East Channel Trail

12. East Channel Trail/Blaney Avenue

As of Summer 2024



13. East San José Alignment

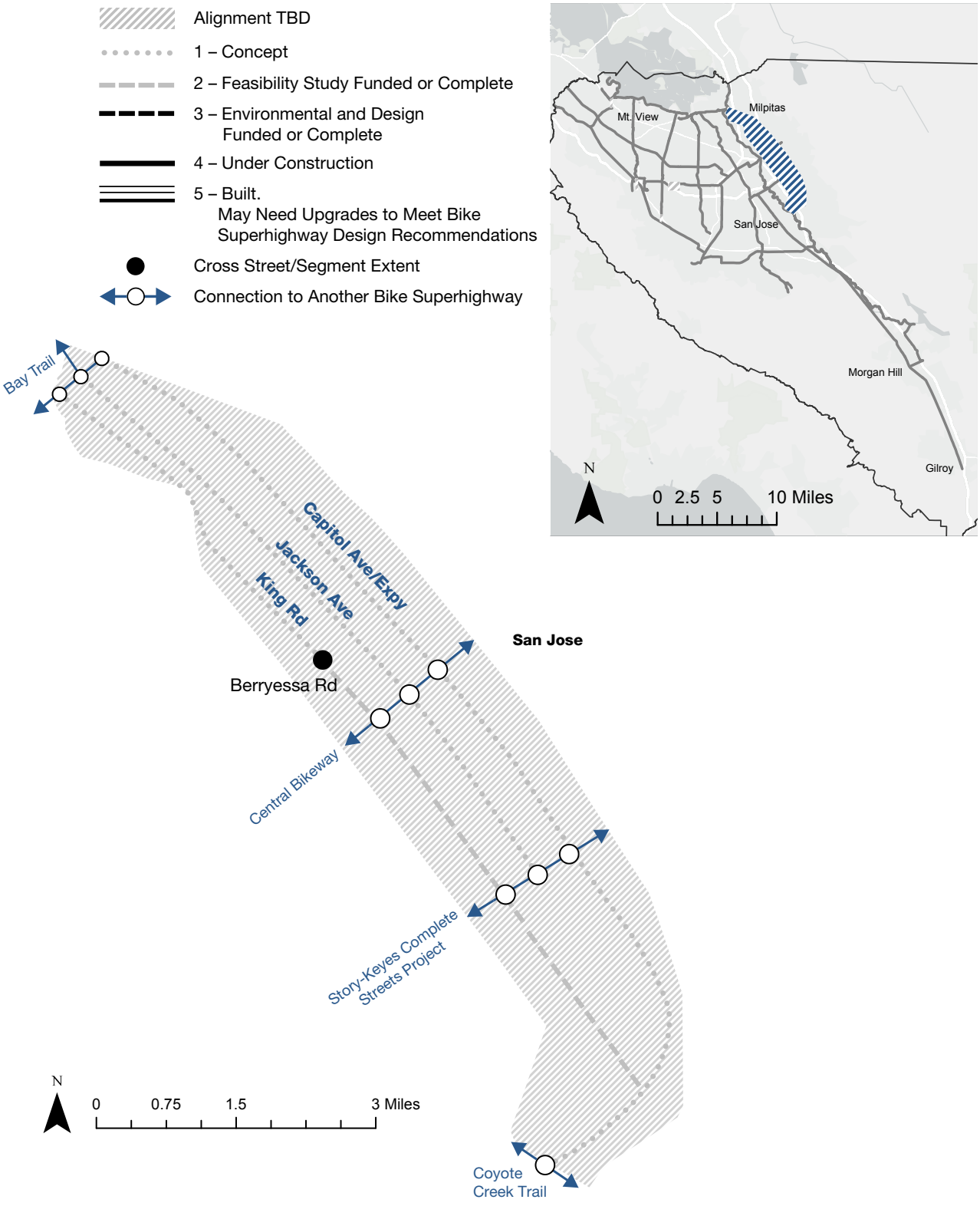
VTA is collaborating with the City of San José to identify a north-south alignment in East San José that would connect the Milpitas BART station to the Coyote Creek Trail in south San José. An on-street facility currently appears to be the most feasible option. Likely candidates for the alignment include King Road, Capitol Avenue/Expressway, or Jackson Street, but further evaluation is needed to determine the best route.

Agencies	San José, Milpitas
Destinations	The Great Mall; Milpitas and Berryessa BART Stations; VTA Light Rail Milpitas, Cropley, Hostetter, Berryessa, Penitencia Creek, McKee, and Alum Rock Stations; Eastridge Mall; shopping centers; office parks; Mexican Heritage Plaza; PAL Stadium; Emma Prusch Farm Park; Independence High School; Regional Medical Center
VTA Involvement	Lead or provide planning support to lead agencies
Length	Between 10 and 12 miles total
VMT Reduction Per Weekday (2050)	*TBD as the alignment has not been determined*
Planning-Level Cost Range	*TBD as the alignment has not been determined*
Active Implementation Efforts *(as of Summer 2024)*	• VTA's East Bay Regional Connector will extend light rail from its terminus at Alum Rock Avenue to the Eastridge Transit Center, featuring an eight-foot shoulder for bicyclists on Capital Expressway. • The City of San José's En Movimiento Plan identifies and prioritizes specific transportation projects aimed at improving mobility. • The City of San José secured Caltrans Sustainable Transportation Planning Grant funding for a Complete Streets Plan for King Road, which is near completion as of 2024. The Plan recommends Class IV bikeway and bus lanes along King Road. Additionally, the City received OBAG3 funds for a Complete Streets Study on Jackson Avenue, spanning from Alum Rock Avenue to Story Road. The study will focus on transit, bicycle, and pedestrian enhancements. • The Draft County Active Transportation Plan identifies a Class I path along Capitol Expressway and would also potentially explore at adjacent alignments possibilities such off-road facilities and trails.

King Road

13. East San José North- South Alignment

As of Summer 2024



14. Junipero Serra Boulevard/Foothill Expressway

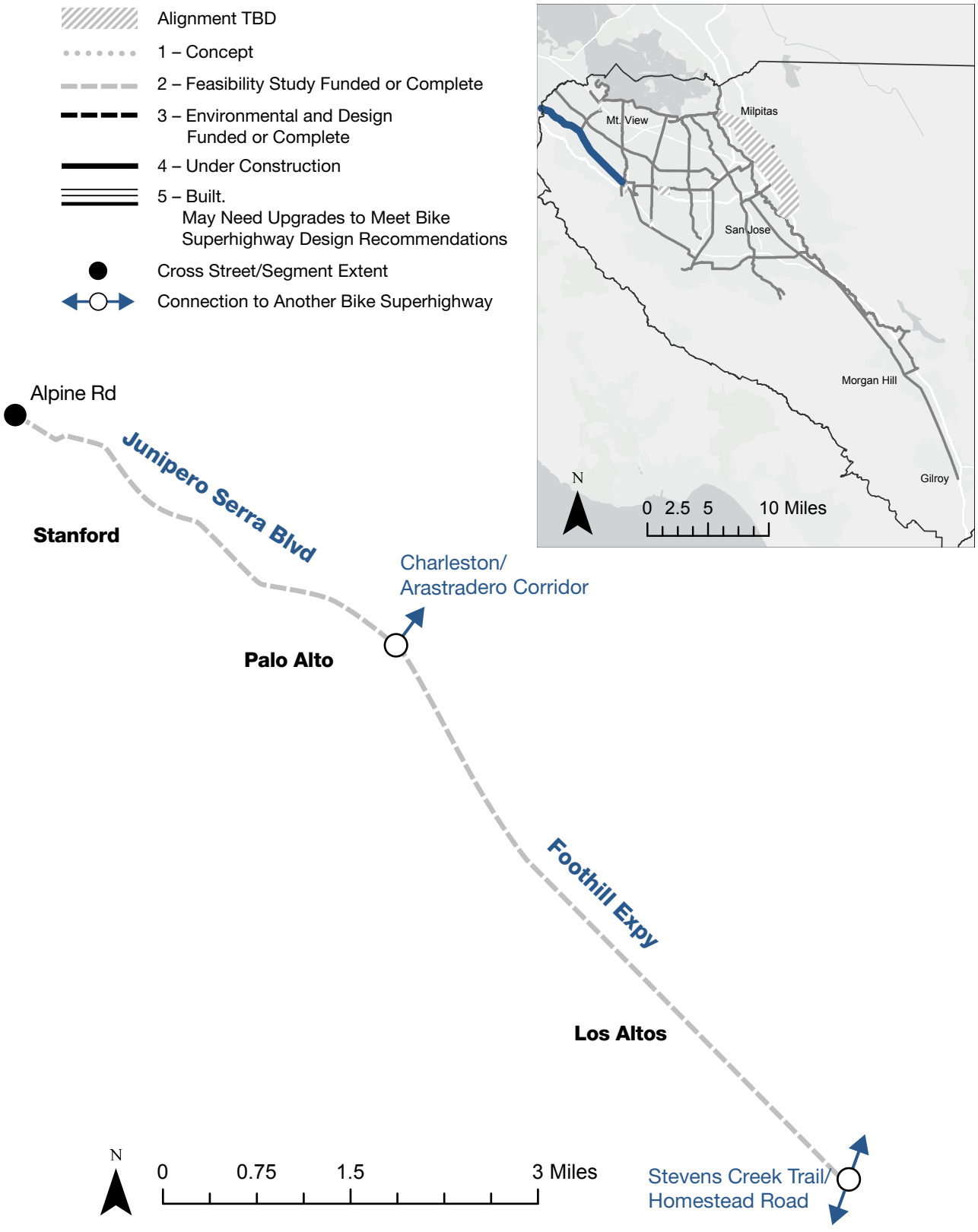
Junipero Serra Boulevard begins at Alpine Road near the Stanford University Campus and transitions into Foothill Expressway at Page Mill Road in Palo Alto. Foothill Expressway continues south until it reaches Homestead Road in Cupertino. There is very high recreational biking on this alignment, which is facilitated by wide shoulders on the Expressway and bicycle lanes on Junipero Serra Boulevard. The alignment—particularly Foothill Expressway— is currently not suitable for less experienced cyclists.

Agencies	Palo Alto, Stanford, County, Los Altos, Cupertino
Destinations	Stanford University, Stanford Research Park, shopping centers, St. Simon Parish School
VTA Involvement	Provide planning support to lead agencies
Length	9.3 miles total 0.4 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,500
Planning-Level Cost Range	TBD as the type of bicycle facility has not been determined
Active Implementation Efforts *(as of Summer 2024)*	• The County has initiated the Foothill Expressway Multi-modal Feasibility Study, which will identify preferred treatments for pedestrians and bicyclists.

Junipero Serra Boulevard

14. Junipero Serra Boulevard/Foothill Expressway

As of Summer 2024



15. Monterey Road

The proposed on- and off-street bikeway will connect Keyes Street in San José to Monterey Frontage Road in Gilroy. The project is expected to feature on-street facilities in urban areas and off-street paths in rural segments. The City of San José has expressed interest in upgrading Monterey Road to a Complete Street, which includes exploring the concept of transit lanes. Future planning and design efforts will need to be compatible with the California High-Speed Rail project, which may operate as a blended service along the Caltrain corridor.

Agencies	San José, County, Morgan Hill, Gilroy
Destinations	Shopping centers; Capitol, Blossom Hill, and Gilroy Caltrain Stations; Edenvale Gardens Regional Park; office parks; Charter School of Morgan Hill; Britton Middle School; Gilroy Sports Park/Sharks Ice Center
VTA Involvement	Lead/Provide planning support to lead agencies
Length	40.7 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-5,500
Planning-Level Cost Range	$$$
Active Implementation Efforts *(as of Summer 2024)*	• VTA, partnering with the City of San José, is leading the Monterey Road Transit Project. The project will implement Class 4 Protected Bike Lanes and a transit lane with bus boarding islands along Monterey Road, from Keyes Street to Ford Road near the Blossom Hill Caltrain Station. The project has completed the feasibility study phase and is currently in design.

Monterey Road

15. Monterey Road
As of Summer 2024

- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
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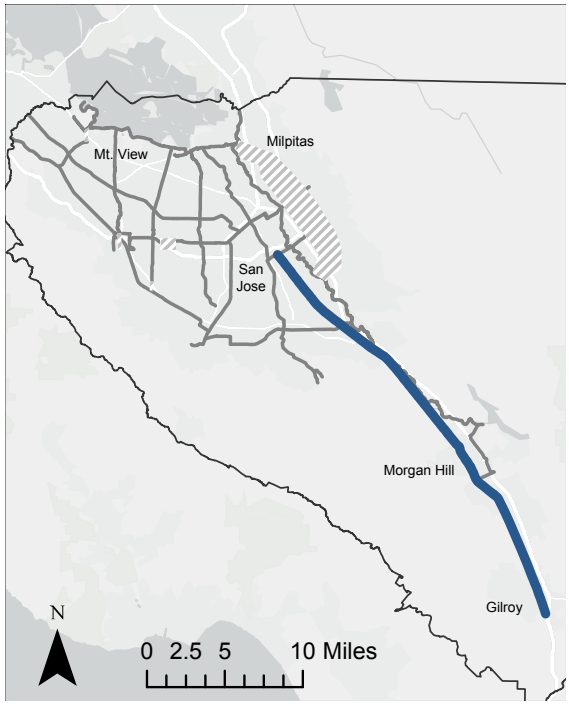
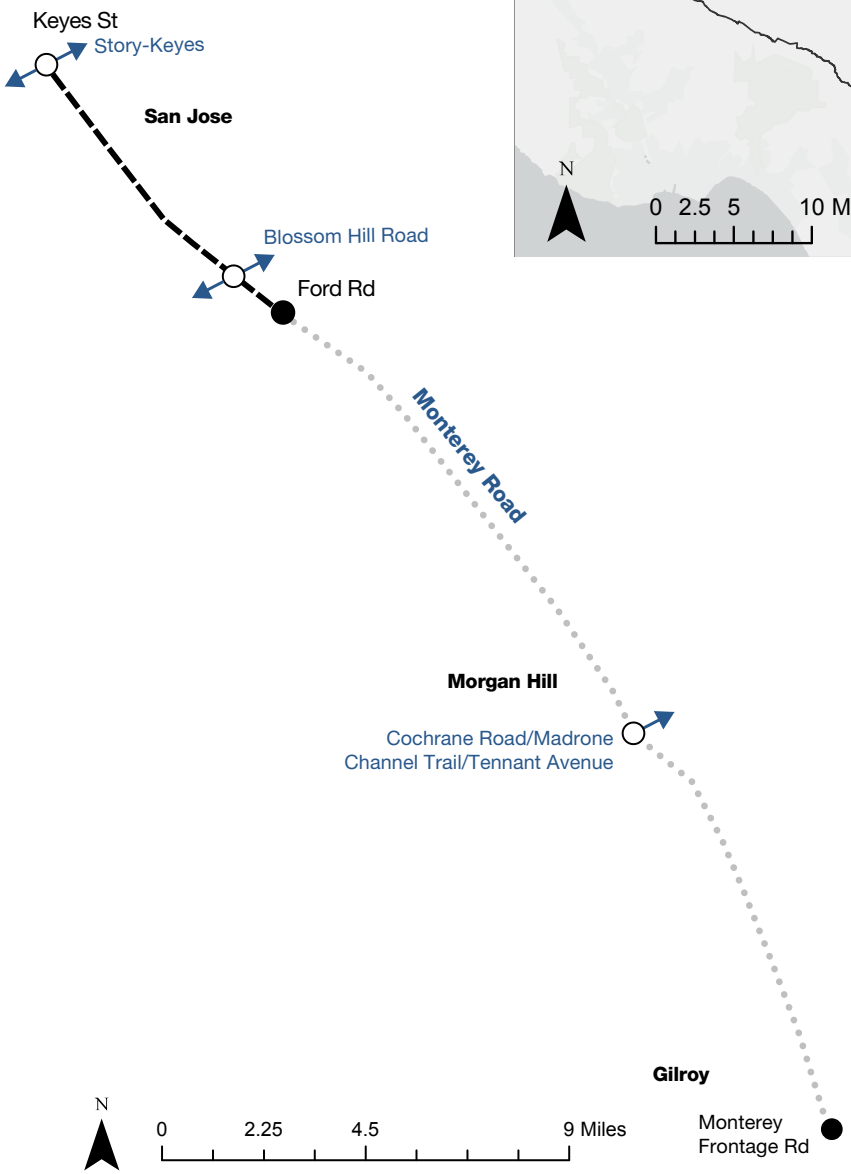




16. San Tomas Aquino Creek Trail/San Tomas Expressway

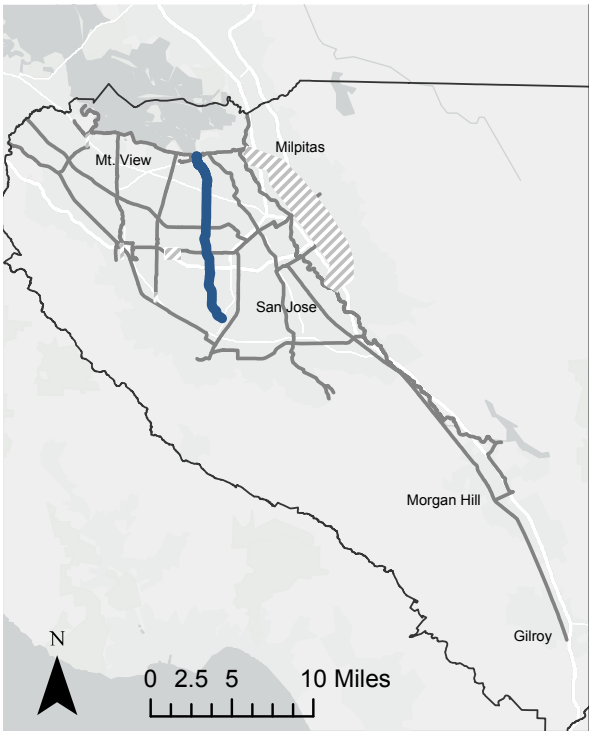
The existing San Tomas Aquino Creek Trail runs from the Bay Trail to Homestead Road in Santa Clara. The County of Santa Clara plans to extend the trail adjacent to San Tomas Expressway to Stevens Creek Boulevard. This plan proposes further extending the trail to connect with the Los Gatos Creek Trail.

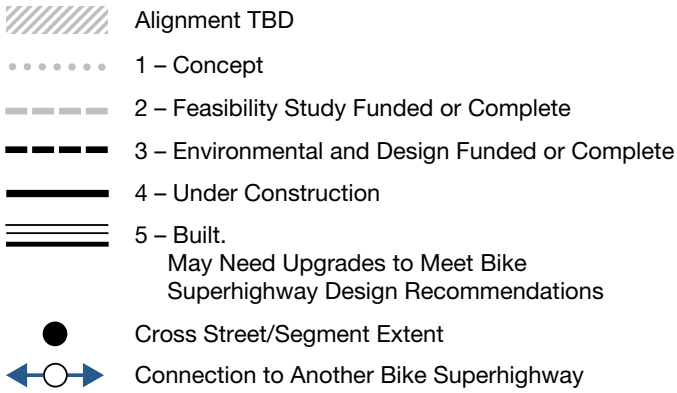
Agencies	Santa Clara, San José, Los Gatos, County
Destinations	Office parks, Levi's Stadium, California's Great America, Cabrillo Middle School, shopping centers, Campbell School of Innovation, Los Gatos Creek County Park
VTA Involvement	Provide planning support to lead agencies
Length	10.8 miles total 5.6 miles of existing trail
VMT Reduction Per Weekday (2050)	-5,200
Planning-Level Cost Range	$
Active Implementation Efforts *(as of Summer 2024)*	• The City of Santa Clara was awarded a Transportation Development Act grant to upgrade striping and signage for bicycle facilities along the San Tomas Aquino Creek Trail. • The City is also preparing the design for the Creek Trail Pavement Rehabilitation - Phase 1 Project, which will address pavement maintenance and rehabilitation along the San Tomas Aquino Creek Trail between SR 237 and Tasman Drive. • Santa Clara County is seeking funding for feasibility study and conceptual design for extending the trail from Homestead Road to Moorpark Avenue.

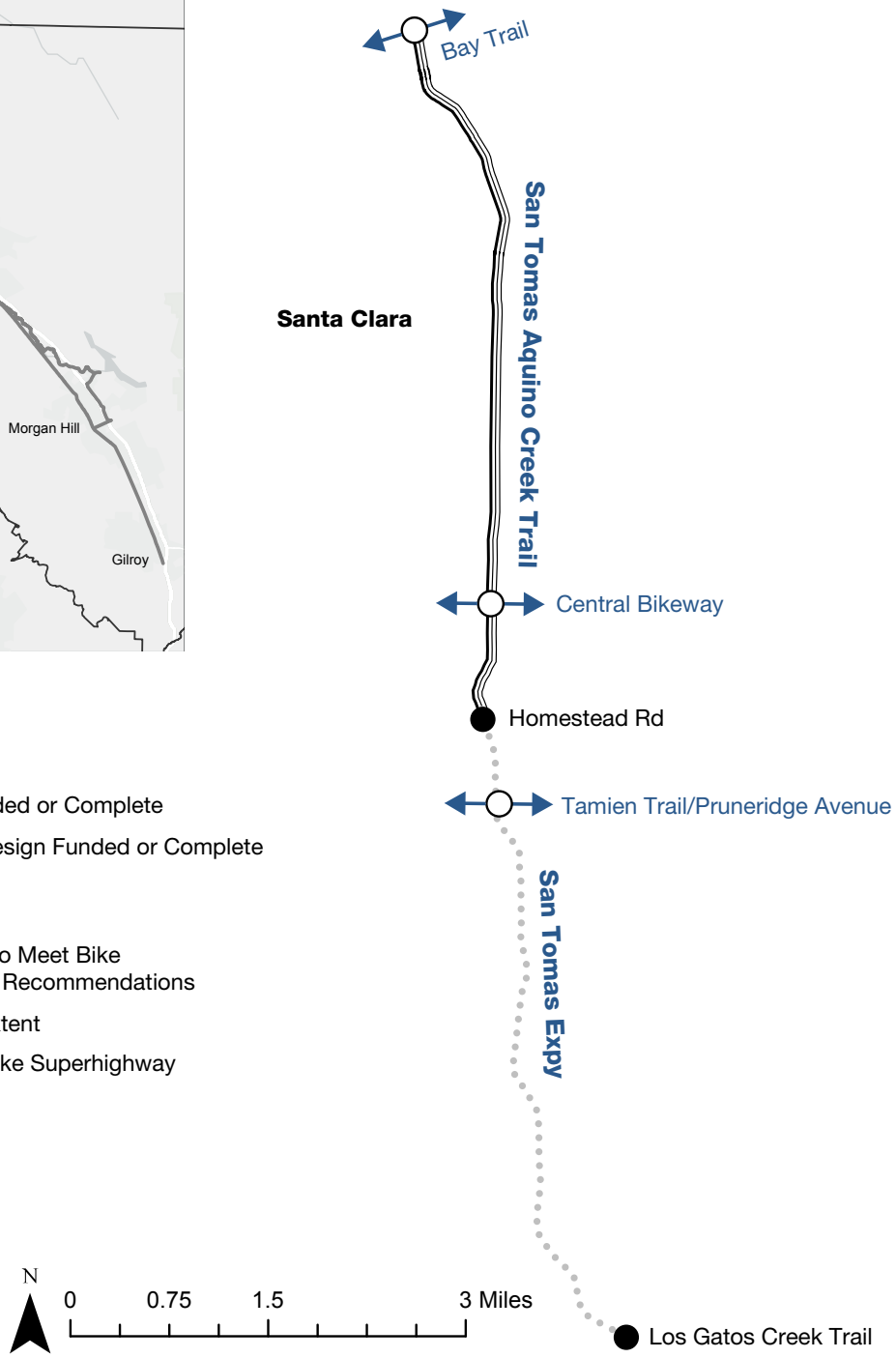
San Tomas Aquino Creek Trail

16. San Tomas Aquino Creek Trail/San Tomas Expressway

As of Summer 2024







17. Stevens Creek Trail/Homestead Road/Mary Avenue

This proposed project would combine three existing initiatives: the Stevens Creek Trail extension project, the Homestead Road Safe Routes to School project by VTA, and the Mary Avenue bicycle facility project by Cupertino. The existing Stevens Creek Trail runs between the Bay Trail and Heatherstone Way in Mountain View and from Stevens Creek Boulevard to McClellan Road through Blackberry Farm Park and McClellan Ranch Preserve in Cupertino.

The Joint Cities Stevens Creek Trail Feasibility Study, approved by the cities of Mountain View, Sunnyvale, Los Altos, and Cupertino in 2016, evaluated four alignment alternatives for closing the gap between Heatherstone Way and Stevens Creek Boulevard. A preferred alignment was selected between Heatherstone Way and Fremont Avenue, with additional feasibility work needed for the segment between Fremont Avenue and Homestead Road.

VTA's Homestead Road Safe Routes to School project aims to provide low-stress bicycle facilities and improve sidewalks and intersections along Homestead Road, running east-west between Grant Road and Hollenbeck Avenue/Stelling Road. Cupertino recently completed the Mary Avenue project, which installed separated bikeways along Mary Avenue, running north-south between the Don Burnett Bicycle-Pedestrian Bridge and Stevens Creek Boulevard.

These two projects are interconnected by the Don Burnett Bicycle-Pedestrian Bridge and will facilitate a connection to the Historic De Anza Trail via bikeways on Stevens Creek Boulevard.

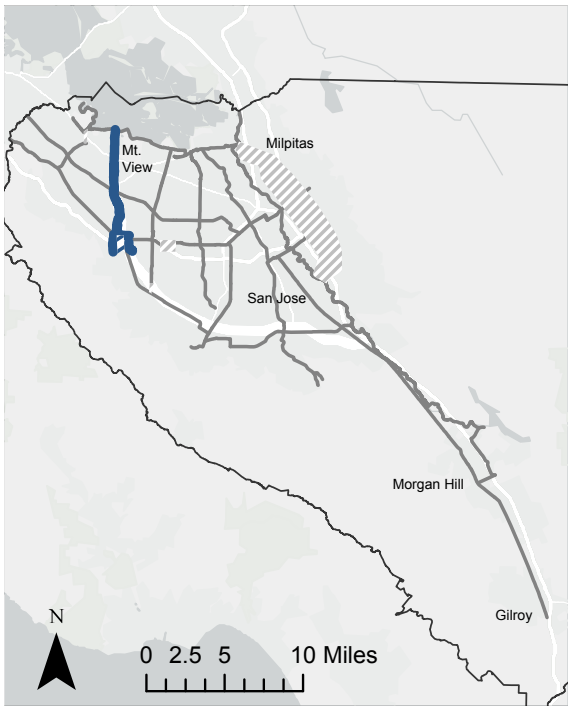
Additionally, the County has initiated the Foothill Expressway Multi-Modal Feasibility Study to explore the possibility of developing a bikeway along Foothill Expressway.

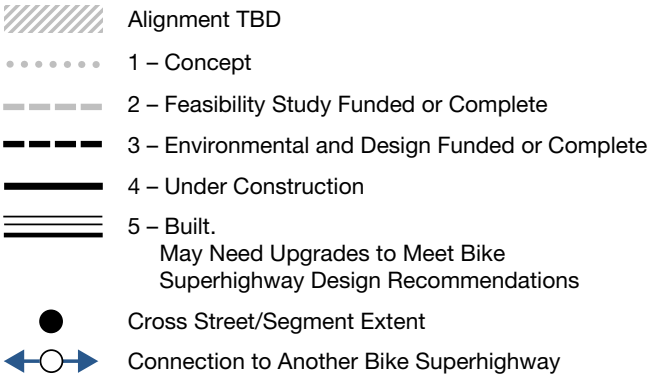
Agencies	Mountain View, Sunnyvale, Cupertino, County
Destinations	Office parks, Mountain View High School, Landels Elementary School, Cupertino Middle School, Homestead High School, De Anza College
VTA Involvement	Lead/Provide planning support to lead agencies
Length	10.9 miles total 5.1 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-2,600
Planning-Level Cost Range	$$
Active Implementation Efforts *(as of Summer 2024)*	• The City of Mountain View was awarded 2016 Measure B funds for the environmental clearance and design of the Stevens Creek Trail extension from its current terminus at Dale Avenue/Heatherstone Way to Remington Drive and Mountain View High School. Design work began in May 2024. • In 2022, the City of Sunnyvale installed improvements at the Homestead Road intersections with Mary Avenue and Kennewick Drive, including traffic signal upgrades to enhance pedestrian and bicycle crossings. • Sunnyvale was also awarded 2016 Measure B funds to design and environmentally clear the Stevens Creek Trail from Remington Drive to Fremont Avenue. The city has a consultant team working on environmental clearance, final design, and coordination with Caltrans for this segment. • VTA awarded 2016 Measure B funds to design Safe Routes to School improvements on Homestead Road between Foothill Expressway and Hollenbeck/Stelling, with the project currently at 35% design.

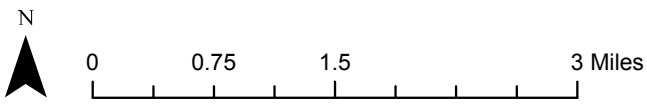
Homestead Road

17. Stevens Creek Trail/Homestead Road/Mary Avenue

As of Summer 2024







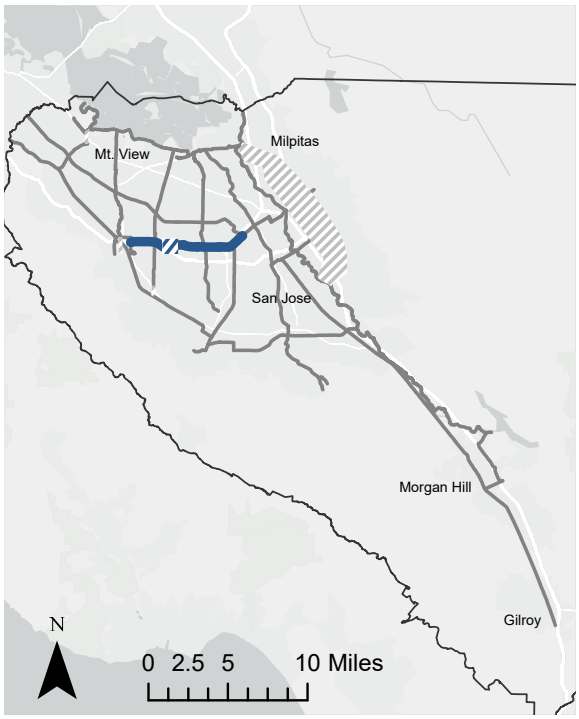
18. Tamien Trail/Pruneridge Avenue

This corridor links three separate bikeway planning efforts underway by Cupertino, Santa Clara, San José, and VTA with on- and off-street bikeways between Mary Avenue (Sunnyvale) and The Alameda (San José). The proposed Tamien Trail, located just south of I-280 in Cupertino, will provide an off-street bicycle and pedestrian facility that runs parallel to the existing Junipero Serra Channel and Calabazas Creek and provide a connection between the Don Burnett Bicycle-Pedestrian Bridge and Vallco Parkway. It will connect to Pruneridge Avenue, but the exact alignment has not yet been determined. Pruneridge Avenue, located in Santa Clara, begins at Tantau Avenue and changes its name to Hedding Street at the San José border, where it will connect with the Central Bikeway Bike Superhighway.

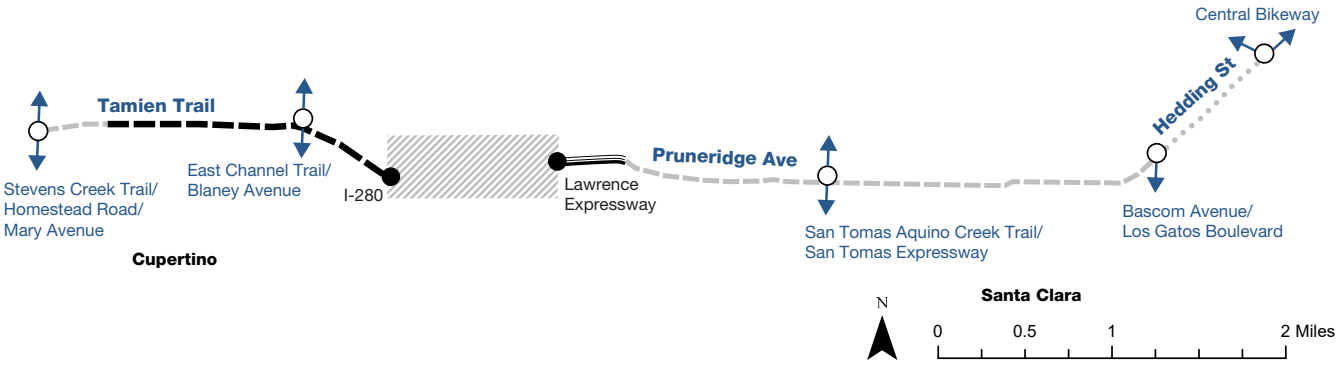
Agencies	Cupertino, Santa Clara, San José
Destinations	Office parks, Eisenhower Elementary School, shopping centers, Bellarmine College Prep, Santa Clara County Justice Center, Muwekma Ohlone Middle School, Berryessa BART Station, VTA Light Rail Berryessa Station, Penitencia Creek Park
VTA Involvement	Provide planning support to lead agencies/Help lead agencies seek funding
Length	8.5 miles total 0.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,900
Planning-Level Cost Range	$$
Active Implementation Efforts *(as of Summer 2024)*	• City of Cupertino awarded 2016 Measure B funds to design and construct Tamien Trail Central Segment (De Anza Boulevard to Wolfe Road) and to construct east segment (Wolfe Road to Calabazas Creek/Vallco Parkway) (Two awards). • VTA leading an interchange redesign project Wolfe Road/I-280 which will provide trail connections between Wolfe Road and planned Tamien Trail. Funded in part by 2016 Measure B. • The City of Santa Clara's Complete Streets Study for Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard was approved in 2022. The plan considers the feasibility of improved bicycle amenities.

18. Tamien Trail/Pruneridge Avenue

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built. May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



5. Implementation

Implementing the grand vision of a countywide network of bicycle superhighways will succeed only through a partnership between VTA and Member Agencies. Member Agencies have already made significant progress in constructing high-quality bikeways along several superhighway corridors. In fact, alignments were chosen in part to support and enhance these local projects. Appendix A lists a variety of existing funding sources for various phases of bicycle projects.

Moving forward, the implementation of the bicycle superhighway network will primarily be led by Member Agencies and other agencies with land use authority. However, VTA will play a crucial role in organizing the vision, coordinating efforts across jurisdictional lines, and seeking funding sources to support the development of this network.

VTA Involvement

VTA recognizes that implementing this effort may require significant funding and staff resources. This Plan serves as a tool for VTA to advocate for new funding sources dedicated to bicycle superhighways. The implementation of the bicycle superhighway network will be a collaborative partnership between VTA and Member Agencies.

As previously mentioned, Member Agencies will primarily be responsible for the design and construction of the network, given their roadway or riparian authority. VTA's role will include coordinating and tracking progress, assisting with funding procurement, supporting outreach efforts, and leading feasibility studies to identify preferred alignments and designs. In certain cases—especially for larger projects that span multiple jurisdictions or necessitate coordination with Caltrans or other transit agencies—it may be appropriate for VTA to take the lead in environmental clearance, project design, and construction.

VTA envisions three levels of involvement in the implementation of the bicycle superhighway projects presented in this Plan:

1. In some instances, VTA will ***support*** the efforts of Member Agencies and other entities through promoting outreach, serving on technical advisory committees, providing technical guidance, or writing support letters.
2. In some instances, VTA will provide ***funding*** to Member Agencies.
3. In other instances, VTA will ***lead*** project implementation. In these cases, VTA will manage the effort and Member Agencies may dedicate staff time or financial resources to the effort.

These roles are not exclusive. VTA may lead, fund, or support each proposed superhighway project as they are implemented. ***Table 2*** shows VTA's anticipated level of involvement for each of the potential projects. This is subject to change and may differ by project segment. While projects are eligible for numerous sources of funding, Table 2 notes the projects that are on the 2016 Measure B Ten-Year Bicycle and Pedestrian Capital Project list. Projects on this list are eligible for 2016 Measure B funding for environmental clearance, design, or construction. These projects were selected through a competitive call for projects and approved by the VTA Board of Directors.

Table 2: VTA Level of Involvement in Priority Projects

#	Project	Lead	Planning Support	On 2016 Measure B 10-Year List
1	Bascom Avenue/Los Gatos Boulevard	X		X
2	Bay Trail		X	
3	Blossom Hill Road			
4	Central Bikeway Study	X		
5	Charleston Road/Arastradero Road			
6	Cochrane Road/Madrone Channel Trail/Tennant Avenue			
7	Coyote Creek Trail			X
8	El Camino Real	X	X	X
9	Guadalupe River Trail			X
10	Historic De Anza Trail/Union Pacific Railroad Trail		X	
11	Story-Keyes	X	X	
12	East Channel Trail/Blaney Avenue		X	
13	East San José North-South Alignment	X	X	
14	Junipero Serra Boulevard/Foothill Expressway		X	
15	Monterey Road	X	X	
16	San Tomas Aquino Creek Trail		X	
17	Stevens Creek Trail/Homestead Road/Mary Avenue	X	X	X
18	Tamien Trail/Pruneridge Avenue			X

Planning and Policy Support

VTA's policies and plans can help define a vision for the transportation network. They can also support consistent implementation of projects that meet the needs of all users. Policies can address a broad range of topics, such as bikeway selection, funding, project development, planning, design, accessibility, and maintenance. Policies are also useful to guide and prioritize acceptable trade-offs.[2]

The bicycle superhighway network builds on Member Agency plans, and so for most segments, local agencies already have some level of planning and policy support for the project. Member Agencies can further support the bicycle superhighway effort by continuing to:

- Prioritize implementation of bicycle superhighway alignments by allocating capital funds and staff time to implementation efforts.
- Take advantage of opportunities to construct segments through conditions of development or integration into larger transportation projects.
- Update local plans to formalize bicycle superhighway alignments within their jurisdiction.
- Update local plans and design documents to support bicycle superhighway design expectations.
- Ensure projects along bicycle superhighway alignments meet design expectations for bicycle superhighways.
- Fund and prioritize maintenance of bicycle superhighways, including street sweeping for separated bikeways.
- Develop policies and practices that reduce delay for bicyclists in areas where bicycle superhighways cross other transportation facilities.

VTA can assist Member Agencies wishing to update their policies to be more bike-friendly and to prioritize bicycle superhighways. VTA can look for opportunities to expand funding, including policy and legislative change at the regional, state, and federal level.

[2] *FHWA. Bikeway Selection Guide.* https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf.

Transit and Bicycle Superhighways

Several identified bicycle superhighway alignments are on major transit corridors: Bascom Avenue, Monterey Road, El Camino Real and Story-Keyes. It is possible to build bicycle superhighway quality bikeways and also provide high quality transit service on the same roadway. On these major transit corridors, VTA will work with Member Agencies so that transit access is integrated seamlessly into the bikeway design. VTA encourages other agencies to adopt a transit-first policy to establish a hierarchy on their roadways and to utilize VTA guidance for designing bus stops that integrate with bicycle facilities. Complete Streets projects that support both transit and biking have access to a greater variety of funding sources, including transit-specific funding programs.

Planning-Level Cost Ranges

Planning-level cost ranges were developed for all unbuilt sites and are summarized in ***Table 3***. These ranges were estimated using standard planning-level costs by facility type, as detailed in Appendix B. Assumptions about facility type were informed by mileage and the most likely implementation scenario. Unless otherwise noted, estimates in ***Table 3*** are in 2024 dollars. Actual project costs may vary based on final design treatments and alignments. Appendix C provides a more detailed costs by route segment.

Table 3: Planning-Level Cost Ranges

Bike Superhighway Name	Total Cost Range
Bascom Avenue/Los Gatos Boulevard	$$$
Bay Trail	$
Blossom Hill Road	$$$
Central Bikeway	$$$
Charleston/Arastradero Corridor	TBD
Cochrane Road/Madrone Channel Trail/Tennant Avenue	$$
Coyote Creek Trail	$
El Camino Real	$$$
Guadalupe River Trail	$
Historic De Anza Trail/Union Pacific Railroad Trail	$
Story-Keyes	$$
East Channel Trail/Blaney Avenue	$$
East San José North-South Alignment	TBD
Junipero Serra Boulevard/Foothill Expressway	TBD
Monterey Road	$$$
San Tomas Aquino Creek Trail/San Tomas Expressway	$
Stevens Creek Trail/ Homestead Road/Mary Avenue	$$
Tamien Trail/Pruneridge Avenue	$$

$: $5 million – $30 million
$$: $30 million – $100 million
$$$: Above $100 million

Vehicle Miles Traveled Reduction

VTA calculated the estimated reduction in vehicle miles traveled (VMT) per day for all routes except the East San José alignment, as that route has not yet been finalized. The analysis indicates that, if the network is fully built by 2050, there could be approximately 65,000 fewer miles traveled by passenger vehicles per typical workday. ***Table 4*** shows this calculation. Please note some numbers may be slightly off due to rounding.

Table 4: VMT Reduction

Route Name	Total Mileage	Avg VMT Change (by route)
Bascom Avenue/Los Gatos Boulevard	6.8	-1,400
Bay Trail	18.9	-8,600
Blossom Hill Road	11.5	-1,600
Central Bikeway	10.8	-4,200
Charleston / Arastradero Corridor	2.5	-500
Cochrane Road/Madrone Channel Trail/Tennant Avenue	5.4	-200
Coyote Creek Trail	30.7	-10,700
El Camino Real	12.0	-3,400
Guadalupe River Trail	19.3	-12,700
Historic De Anza Trail/Union Pacific Railroad Trail	9.2	-1,300
Story-Keyes	4.3	-1,100
East Channel Trail/Blaney Avenue	8.8	-2,600
Junipero Serra Boulevard/Foothill Expressway	9.3	-1,500
Monterey Road	29.3	-5,500
San Tomas Aquino Creek Trail/San Tomas Expressway	10.8	-5,200
Stevens Creek Trail/ Homestead Road/Mary Avenue	10.9	-2,600
Tamien Trail/Pruneridge Avenue	6.7	-1,900
TOTAL	**207**	**-65,000**

The methodology for this analysis can be found in Appendix D.

VTA's Climate Action and Adaptation Plan (CAAP) targets a significant reduction in greenhouse gas emissions from transportation sources, in line with California's climate goals. With an estimated reduction of 65,000 VMT per workday by 2050, this would eliminate 26 metric tons of carbon dioxide per day, equivalent to roughly 6,500 metric tons annually (assuming 250 workdays). This is based on CARB's emission factors for passenger vehicles, which is about 404 grams of carbon dioxide per mile.

This VMT reduction would contribute to the broader greenhouse gas reduction targets of both VTA and California. By developing extensive bike infrastructure, the Bike Superhighway Implementation Plan not only enhances regional active transportation options but also aligns with climate resilience goals.

6. Maintenance

During conversations with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee (BPAC), maintenance of bicycle superhighways frequently came up as a challenging area. To provide high-quality bicycling conditions, bikeways – particularly separated bikeways and trails – need consistent, dedicated maintenance, and sweeping. Local agencies may need to purchase specialized equipment to sweep separated bikeways and allocate additional funding for maintenance. Bikeway users may not know what agency they should contact to report poor conditions. Some corridors have unhoused individuals taking up residence, which can increase maintenance needs. This section outlines general maintenance guidance, acknowledging that further work is needed to address these concerns.

Maintenance Guidance

Bicycle superhighways should be maintained, free of debris and other obstacles, and designed to permit sweeping equipment to access the bikeway. Bicyclists are particularly sensitive to poor-quality surfaces. Bicyclist comfort and safety is significantly reduced by the unpleasantness of bumpy surfaces. Pavement along the bikeway should meet a pavement condition index (PCI) of 80 or higher, indicating adequate quality for bicycling. All contractors should be informed that all asphalt repairs must be carried out so that there are no noticeable edges or differences in level to the existing asphalt.[3]

There should be a high service standard for bicycle facilities cleaning as well. VTA recommends paths be swept systematically according to the maintenance hierarchy, from twice a month to once every two months. In addition, extra sweeping is necessary during fall.[4] VTA also recommends each Member Agency have a way to accommodate acute removal of dangerous objects and broken glass, outside of regularly scheduled cleaning, whether through 311, city-specific apps, a hotline, or other.

More detail on maintenance within Santa Clara County can be found in the Uniform Interjurisdictional Trail Design, Use, and Management Guidelines.

7. Summary and Next Steps

By implementing the proposed bicycle superhighway network, along with additional bicycle facilities, Santa Clara County can become internationally known for superb, sustainable infrastructure that could increase tourism, reduce greenhouse gas emissions, and make our community healthier. VTA looks forward to working with our Member Agencies and other partners to continue developing a bicycle superhighway network that connects our cities and towns in healthier and more joyful ways. VTA anticipates updating this plan periodically as projects progress. Routes may be modified as feasibility is determined, and the implementation status maps will be updated as funding for implementation phases are secured.

[3] *Collection of Cycling Concepts, Cycling Embassy of Denmark, 2012.*
[4] *Ibid.*

Appendices

Appendix A – Funding Opportunities

A variety of sources exist to fund various phases of bicycle projects. Some of the major regional and statewide funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with competitive grant programs, are described below. Each jurisdiction may have separate local funding sources not listed here.

Transportation Funds for Clean Air

Funds in the Transportation Funds for Clean Air (TFCA) program, may be used on projects that reduce vehicle emissions, including trail and bicycle facility project development, and can also be used as a match for competitive grant programs. Funds are programmed by the Bay Area Air Quality Management District (BAAQMD) through the Vehicle Trip Reduction Grant Program and VTA.

One Bay Area Grant

MTC's One Bay Area Grant (OBAG) is a competitive grant program that targets investments in Priority Development Areas (PDAs). Member Agencies, the county, and VTA can use OBAG funds for transportation planning and bicycle-related improvements.

Transportation Development Act Article 3

Transportation Development Act Article 3 (TDA 3) is programmed by VTA and provides annual funding for bicycle and pedestrian projects. Two percent of TDA funds collected within the county are used for TDA 3 projects. A portion of TDA 3 funding goes to local agency by formula, and per VTA Board action, the countywide portion is allocated to projects on the 2016 Measure B Ten-Year Bicycle/Pedestrian Capital Projects list. MTC requires that all projects be reviewed by a BPAC or similar body before approval.

2016 Measure B

VTA administers the 2016 Measure B funds with a portion of funding programmed for bicycle and pedestrian projects. There are two bicycle and pedestrian program categories that could help implement bicycle superhighways through a competitive process: planning studies and capital projects. Planning studies call for projects are on a two-year cycle and capital projects are on a 10-year cycle with a chance for a mid-cycle call. Several segments of the Bicycle Superhighway alignments are eligible for the 10-year capital funding.

California Active Transportation Program

California's Active Transportation Program (ATP) is a competitive grant program that is programmed by the California Transportation Commission (CTC). The program funds infrastructure and programmatic projects that aim to shift trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every two years. Eligible projects include construction of bicycling and walking facilities.

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and conceptual design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost effectiveness.

Solutions for Congested Corridors Program

The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This program can fund a wide array of improvements including bicycle and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning

document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled. Funds are programmed by the CTC. Regional transportation planning agencies, county transportation commissions, and Caltrans are eligible to apply.

Recreational Trails Program

The Recreational Trails Program helps provide and maintain recreational trails and trail facilities for both motorized and nonmotorized trail use. Funds are programmed by the California Department of Parks and Recreation.

Urban Greening Grants

California Natural Resources Agency administers Urban Greening grant programs that support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets, green alleyways, and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Senate Bill 1: Local Partnership Program

The Local Partnership Program is administered by the CTC. It provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution and a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure. In the 2020-21, 2021-22, and 2022-23 fiscal years, VTA was awarded a total of $15,435,000 unprogrammed funds through the formulaic annual distribution. VTA also applied for $50 million in the 2020 competitive program cycle.

Appendix B – Planning-Level Cost Estimates by Facility Type and Improvement

Table 4 shows the cost estimates for the bikeway type and other improvements. Costs are shown in 2024 dollars and only include construction costs. Actual project costs may differ depending on final design treatments and alignments. Table 5 shows the planning-level cost estimate ranges per segment based on an assumed 40% soft costs (e.g., design, environmental clearance) and 60% hard costs (e.g., construction, materials) split.

Table 4: Planning-Level Construction Cost Estimates by Facility Type

Bikeway Type	Planning-Level Construction Cost Estimate (per mile)
Bicycle Path (16 feet)	$3,000,000
Separated Bikeway (7 feet)	$1,300,000
Bike Lanes (5 feet)	$150,000
Buffered Bike Lanes (5 feet)	$280,000
Other Improvements	Planning-Level Construction Cost Estimate
Protected Intersection	$1,600,000
Bus Boarding Island (60X10)	$250,000
Bike/Pedestrian Bridge	$20,000,000

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
Bascom Avenue/ wwwwLos Gatos Boulevard	Bascom Ave	Hedding St to Fruitdale Ave	1.5	San Jose/County	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	$$$
	Bascom Ave	Fruitdale Ave to Hamilton	1.1	San Jose/Campbell	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Bascom Ave	Hamilton Ave to Dry Creek Rd	1.0	Campbell/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Bascom Ave	Dry Creek Rd to Samaritan Dr	2.2	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Los Gatos Blvd	Samaritan Dr to Chirco Dr	0.9	Los Gatos	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
Bay Trail	Bay Trail	Embarcadero Rd to Sunnyvale Baylands County Park	11.5	Palo Alto/Mountain View/ Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$
	Bay Trail	Sunnyvale Baylands County Park to 1st St	3.2	Sunnyvale/Santa Clara/ San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Bay Trail	1st St to Zanker Rd	1.2	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Bay Trail	Zanker Rd to Dixon Landing Rd	3.1	San Jose/Milpitas	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
Blossom Hill Road	Blossom Hill Rd	University Ave to SR 17	0.3	Los Gatos	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	$$$
	Blossom Hill Rd	SR 17 to Los Gatos Blvd	0.5	Los Gatos	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Concept	
	Los Gatos Blvd	Los Gatos Almaden Rd to Blossom Hill Rd	0.4	Los Gatos/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Union Ave to Almaden Expy	3.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Union Ave to Almaden Expy	3.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Almaden Expy to Monterey Rd	4.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Monterey Rd to US 101	0.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	
	Blossom Hill Rd	101 to Coyote Rd	0.2	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	
	Blossom Hill Rd/Silver Creek Valley Rd	Coyote Rd to Coyote Creek Trail	0.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
Central Bikeway	El Camino Real/The Alameda	Lawrence Rd to Hedding St	4.6	Santa Clara/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	$$$
	Hedding St/11th St	Hedding to Taylor	0.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Hedding St/10th St	The Alameda to Taylor St	2.3	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Taylor St	10th St to 21st	0.7	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Taylor St	21st to Lenfest Rd	0.7	San Jose	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Environmental and Design	
	Mabury Rd	Lenfest Rd to White Rd	2.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
Charleston/Arastradero Corridor	Charleston / Arastradero	Foothill Expy to San Antonio Rd	2.5	Palo Alto	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	TBD
	TBD	Charleston Rd to Bay Trail	TBD	Palo Alto	TBD	TBD	Alignment TBD	
Cochrane Road/Madrone Channel Trail/Tennant Avenue	Cochrane Rd	Madrone Channel Trail to Saint Katherine Dr	1.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	$$
	Madrone Channel Trail	Cochrane Rd to Tennant Ave	2.9	Morgan Hill/County	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Tennant Ave	Monterey St to Condit Rd	1.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
Coyote Creek Trail	Coyote Creek Trail	237 to Montague Expy	2.3	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$
	Coyote Creek Trail	Montague Expy to Oakland Rd	1.8	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	Oakland Rd to Wheel Park Dr	0.4	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	Golden Wheel Park Dr to Mabury Rd	1.2	San Jose	No existing connection	Multiuse Path (Class I)	Under Construction	
	Coyote Creek Trail	Mabury Rd to William St	2.0	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	William St to 280	0.7	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	280 to Phelan Ave	1.4	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	Phelan Ave to Tully Rd	1.3	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	Tully Rd to Cochrane Rd	19.6	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
El Camino Real	El Camino Real	County line (Sand Hill Rd) to Los Altos Ave	4.2	Palo Alto	No existing bikeway	Separated Bike Lane (Class IV)	Concept	$$$
	El Camino Real	Los Altos Ave to Bernardo Ave	4.0	Los Altos	No existing bikeway	Separated Bike Lane (Class IV)	Under Construction	
	El Camino Real	Bernardo Ave to Sunnyvale Ave	1.4	Sunnyvale	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Sunnyvale Saratoga Rd to Fair Oaks Ave	0.6	Sunnyvale	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Fair Oaks Ave to Halford Ave	1.7	Sunnyvale	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Halford Ave to Lawerence Rd	0.2	Santa Clara	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
Guadalupe River Trail	Guadalupe River Trail	Bay Trail to Virginia St	8.6	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$
	Guadalupe River Trail	Virginia St to 85	4.8	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Guadalupe River Trail and Camden Ave	85 to Harry Rd	5.0	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Guadalupe River Trail	Camden Ave to McKean Rd	0.9	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
Historic De Anza Trail/Union Pacific Railroad Trail	Historic De Anza Trail/ Union Pacific Railroad Trail	Foothill Expy to Rainbow Dr	2.8	Cupertino	No existing connection	Multiuse Path (Class I)	Concept	$
	Historic De Anza Trail/ Union Pacific Railroad Trail	Rainbow Dr to Saratoga Sunnyvale Rd	1.1	Cupertino/Saratoga	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Historic De Anza Trail/ Union Pacific Railroad Trail	Saratoga Sunnyvale Rd to Saratoga Ave	1.6	Saratoga	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Historic De Anza Trail/ Union Pacific Railroad Trail	Saratoga Ave to Los Gatos Blvd	3.7	Saratoga/Campbell/Los Gatos	No existing connection	Multiuse Path (Class I)	Concept	
Story-Keyes	Willow St	87 to Almaden Ave	0.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	$$
	Graham Ave	Almaden Ave to Goodyear St	0.2	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Goodyear St/Keyes	Graham Ave to 1st St	0.1	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	Keyes St/Story Rd	1st St to King St	2.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Story Rd	King Rd to Capitol Expy	1.2	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	

Note: Projects marked with an asterisk (*) do not include additional costs for feasibility studies, environmental clearance, or right of way acquisition. Italicized costs in the Total Cost column were pulled from existing planning studies.

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
East Channel Trail/Blaney Avenue	East Channel Trail	Bay Trail to Caribbean Dr	0.2	Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$$
	East Channel Trail	Caribbean Dr to Tasman Dr	0.9	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	East Channel Trail	Tasman Dr to US 101	0.5	Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	East Channel Trail	101 to Fair Oaks Park	0.6	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Britton Ave	Fair Oaks Park to Wolfe Rd	0.2	Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	East Channel Trail	Wolfe Rd to Inverness Way	3.0	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Finch Way	Inverness Way to Homestead	0.3	Sunnyvale	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Blaney Ave	Homestead Rd to Bollinger Rd	2.0	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Blaney Ave	Bollinger Rd to Prospect Rd	1.1	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	TBD	Prospect Rd to Historic De Anza Trail/Union Pacific Railroad Trail	TBD	Saratoga	TBD	TBD	Alignment TBD	
East San José North-South Alignment	TBD	TBD	TBD	San Jose	TBD	TBD	Alignment TBD	TBD
Junipero Serra Boulevard/ Foothill Expressway	Junipero Serra Blvd	County line to Stanford Ave	2.0	County	Bike lane (Class II)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	TBD
	Junipero Serra Blvd	Stanford Ave to Page Mill Rd	0.4	County	Multiuse Path (Class I)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
	Foothill Expy	Page Mill Rd to Edith Ave	2.7	Palo Alto/Los Altos	Bike lane (Class II)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
	Foothill Expy	Edith Ave to Magdalena Ave	4.2	Los Altos	No existing bikeway	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
Monterey Road	Monterey Rd	Keyes St to Bailey Ave	11.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	$$$
	Monterey Road	Bailey Ave to Burnett Ave	4.5	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Burnett Ave to Main Ave	2.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Main Ave to Dunne Ave	0.4	Morgan Hill	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Dunne Ave to Middle Ave	2.4	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Middle Ave to Monterey Frontage Rd	8.4	County/Gilroy	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
San Tomas Aquino Creek Trail/ San Tomas Expressway	San Tomas Aquino Creek Trail	Bay Trail to Agnew Rd	2.1	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$
	San Tomas Aquino Creek Trail/San Tomas Expy	Agnew Rd to Homestead Rd	3.5	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	San Tomas Expy	Homestead Rd to Los Gatos Creek Trail	5.2	Santa Clara/Cupertino/ Campbell	No existing connection	Multiuse Path (Class I)	Concept	
Stevens Creek Trail/ Homestead Road/Mary Avenue	Stevens Creek Trail	Bay Trail to Heatherstone Way	4.7	Mountain View	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	$$
	Stevens Creek Trail	Heatherstone Way to Fremont Ave	1.4	Mountain View	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Stevens Creek Trail	Fremont Ave to Homestead Rd	1.2	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Homestead Rd	El Sereno Ave to Mary Ave	1.0	Cupertino/Sunnyvale	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Mary Ave	Homestead Rd to Meteor Dr	0.4	Cupertino	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Mary Ave	Meteor Dr to Stevens Creek Blvd	0.7	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Stevens Creek Blvd	Mary Ave To Historic De Anza Trail/ Union Pacific Railroad Trail	0.4	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Foothill Blvd	Homestead Rd to 280	0.3	Los Altos	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Foothill Blvd	280 to Stevens Creek Blvd	0.8	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
Tamien Trail/Pruneridge Avenue	Tamien Trail	Stevens Creek Trail to Calabazas Creek	2.4	Cupertino	No existing connection	Multiuse Path (Class I)	Feasibility Study	$$
	TBD	Calabazas Creek to Lawrence Rd	TBD	Cupertino/Santa Clara	TBD	TBD	Alignment TBD	
	Pruneridge Ave	Lawrence Rd to Pomeroy Ave	0.4	Cupertino/Santa Clara	Bike lane (Class II)	Bike lane (Class II)	Built – May need upgrades to meet bike superhighway design recommendations	
	Pruneridge Ave	Pomeroy Ave to Saratoga Creek	0.1	Santa Clara	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Pruneridge Ave	Saratoga Creek to Winchester Blvd	2.1	Santa Clara	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Hedding St	Winchester Blvd to The Alameda	1.8	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	

Appendix D – VMT Reduction Methodology

The routes were divided into three categories (facility type): on-street, expressway, or trail. Then, a set of buffer sizes (1.0, 1.5, 2.0, 2.5, and 3.0 miles) was used to estimate the captured households and total employments (also using the 2050 base scenario) for each route. Jointly utilizing results from the travel demand model and the buffer analysis, the VMT change rates weighted by lengths, captured households (by buffers), and captured employment (by buffers) were calculated. The final deliverable is a spreadsheet-based calculator (Excel).

In addition to all the assumptions associated with the original VTA trip-based travel demand model (Version "VTATBM2023g8b"), additional key assumptions are listed below.

- The project facility types are coded as follows: Class I Bike Path, NMT=3; Class II Bike Lane, NMT=2; Class III Bike Route, NMT=1; and Class IV Cycle Track, NMT=4, in the non-motorized traffic network of the VTA trip-based travel demand model.
- The VMT change rate ("VMT change per mile per SE") is calculated using the following formula.

VMT Change Rate=VMT Change Rate*Length*(0.6*HH+0.4*Emp)

The VMT Change Rate in the formula above is the weighted one based on users' input. For example, if a route or sub-route is considered mainly as an on-street facility type, the weighted VMT Change Rate can be obtained by giving 90 percent, five percent, and five percent to the VMT Change Rate of trail, expressway, and on-street, respectively. The specific weights should be determined by users' professional judgement, local knowledge, and expertise. The weights, 0.6 and 0.4, shall also be determined by users' professional judgement and specific needs. The route type categories may have different weights if preferred. Specific for this set of coefficients, a slightly lower weight is given to the captured employment to reflect the typical situations where employment areas tend to lack bike facilities in the study area.

Please note, the final VMT change estimation is the averaged estimates from the five buffer sizes. However, a user can also choose the estimate of a specific buffer size based on his or her professional judgement and local knowledge. Also, the user does not have to choose the estimate from the same buffer size for each route.

11.b

Bicycle Superhighway Implementation Plan Update

VTA Committees
January 2025

Santa Clara Valley Transportation Authority
Solutions that move you

Background

- VTA adopted the Countywide Bicycle Plan in 2018. It introduced *bicycle superhighways.*

- Bicycle superhighways: High quality, uninterrupted, long-distance bikeway separated from motor vehicles that traverse across the county.

25-0205 Added Attachment 1 (posted 20250116)

11.b

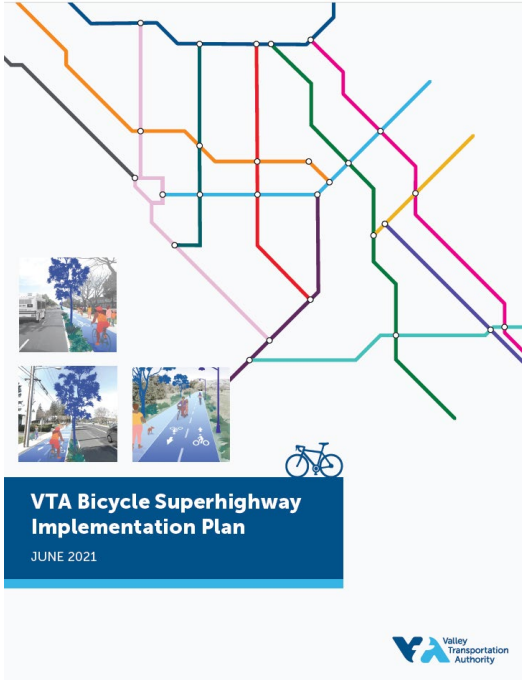
Example Design

Solutions that move you

2021 Bicycle Superhighway Implementation Plan

The plan positioned Member Agencies to pursue grant funding

- Map of the existing and proposed network
- Design assumptions
- Planning-level cost estimates by route
- VMT reductions by route
- Operations and maintenance guidance
- Funding opportunities

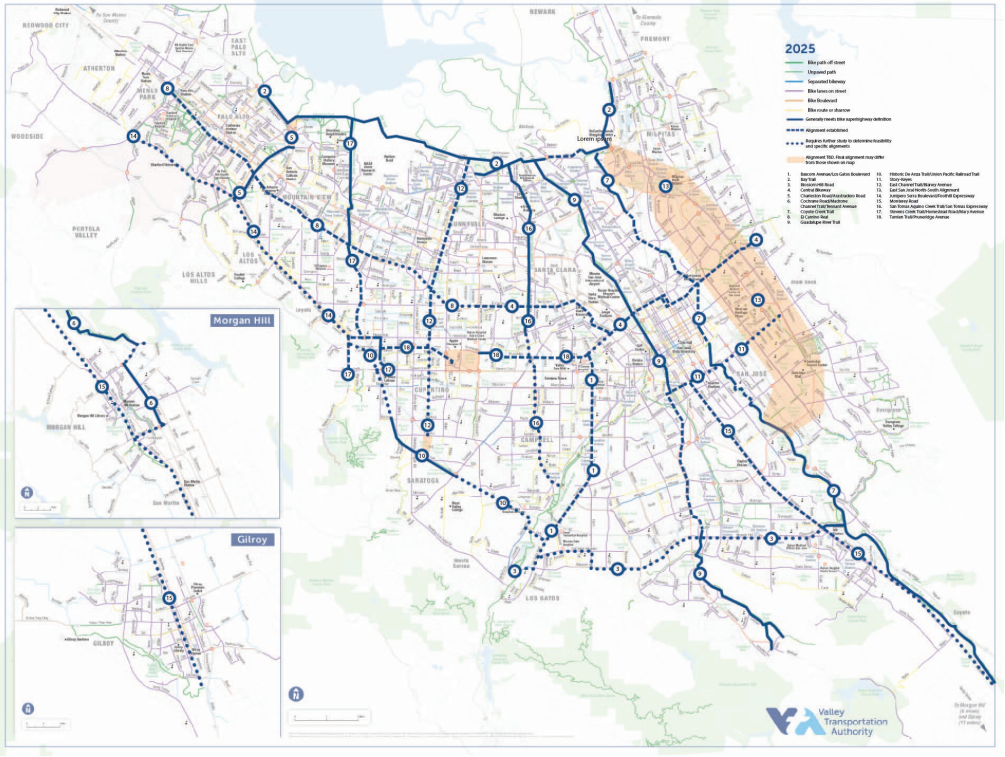


2025 Bicycle Superhighway Implementation Plan Update

11.b

- Updated segment statuses
- Network expansion
  - New addition: Charleston/Arastradero Corridor
- Updated VMT reduction
- Updated costs ranges

2025 Bicycle Superhighway Implementation Plan



Solutions that move you

Planning-Level Cost Estimate Ranges

Bike Superhighway Name	Total Cost Range
Bascom Avenue/Los Gatos Boulevard	$$$
Bay Trail	$
Blossom Hill Road	$$$
Central Bikeway	$$$
Charleston/Arastradero Corridor	TBD
Cochrane Road/Madrone Channel Trail/Tennant Avenue	$$
Coyote Creek Trail	$
El Camino Real	$$$
Guadalupe River Trail	$
Historic De Anza Trail/Union Pacific Railroad Trail	$
Story-Keyes	$$
East Channel Trail/Blaney Avenue	$$
East San José North-South Alignment	TBD
Junipero Serra Boulevard/Foothill Expressway	TBD
Monterey Road	$$$
San Tomas Aquino Creek Trail/San Tomas Expressway	$
Stevens Creek Trail/ Homestead Road/Mary Avenue	$$
Tamien Trail/Pruneridge Avenue	$$

$: $5 million – $30 million
$$: $30 million – $100 million
$$$: Above $100 million

VMT Reduction Estimates

Route Name	Total Mileage	Avg VMT Change (by route)
Bascom Avenue/Los Gatos Boulevard	6.8	-1,400
Bay Trail	18.9	-8,600
Blossom Hill Road	11.5	-1,600
Central Bikeway	10.8	-4,200
Charleston / Arastradero Corridor	2.5	-500
Cochrane Road/Madrone Channel Trail/Tennant Avenue	5.4	-200
Coyote Creek Trail	30.7	-10,700
El Camino Real	12.0	-3,400
Guadalupe River Trail	19.3	-12,700
Historic De Anza Trail/Union Pacific Railroad Trail	9.2	-1,300
Story-Keyes	4.3	-1,100
East Channel Trail/Blaney Avenue	8.8	-2,600
Junipero Serra Boulevard/Foothill Expressway	9.3	-1,500
Monterey Road	29.3	-5,500
San Tomas Aquino Creek Trail/San Tomas Expressway	10.8	-5,200
Stevens Creek Trail/ Homestead Road/Mary Avenue	10.9	-2,600
Tamien Trail/Pruneridge Avenue	6.7	-1,900
TOTAL	**207**	**-65,000**

Solutions that move you

Next Steps

- Hear feedback on the Draft Update.

- Staff recommends that the Board approve the Bicycle Superhighway Implementation Plan Update.