

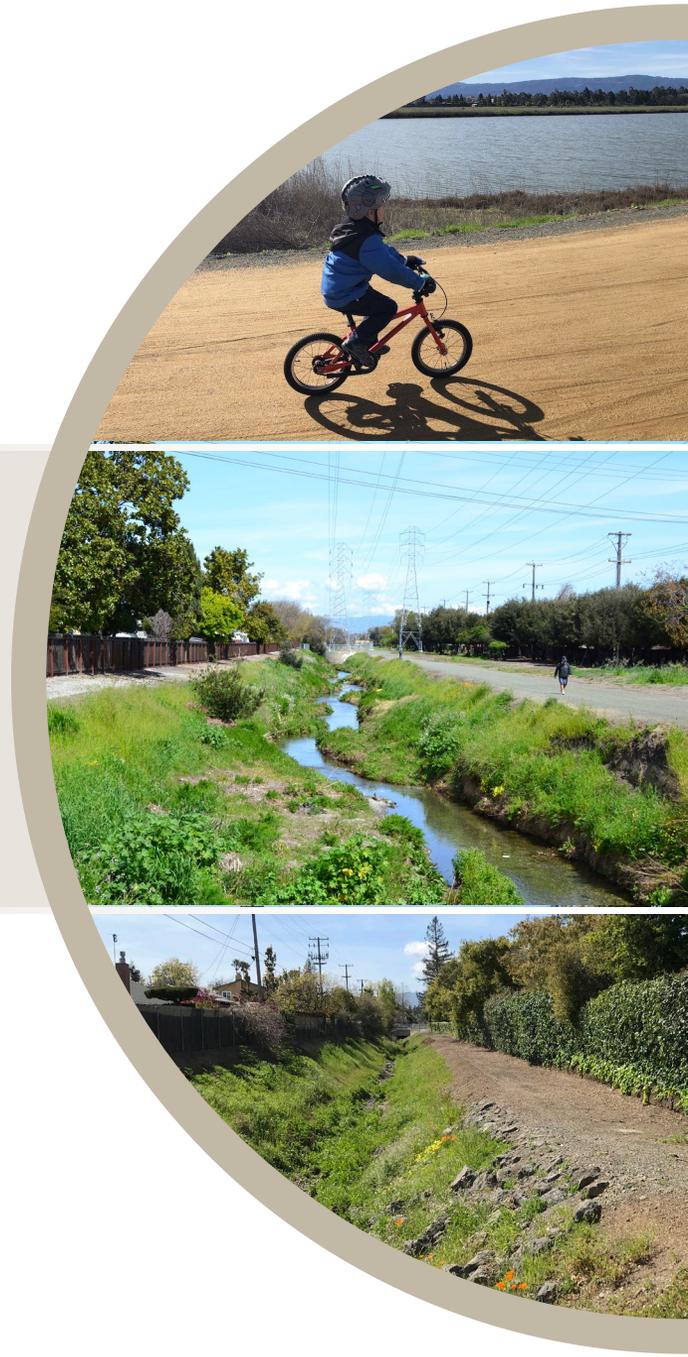


Sunnyvale



East Channel Trail Study

City Council Study Session
February 10, 2026



Agenda



Valley Water Maintenance Road at Crescent Ave

1. Project Overview
2. Community Engagement Updates
3. Alternatives Analysis
4. Next Steps

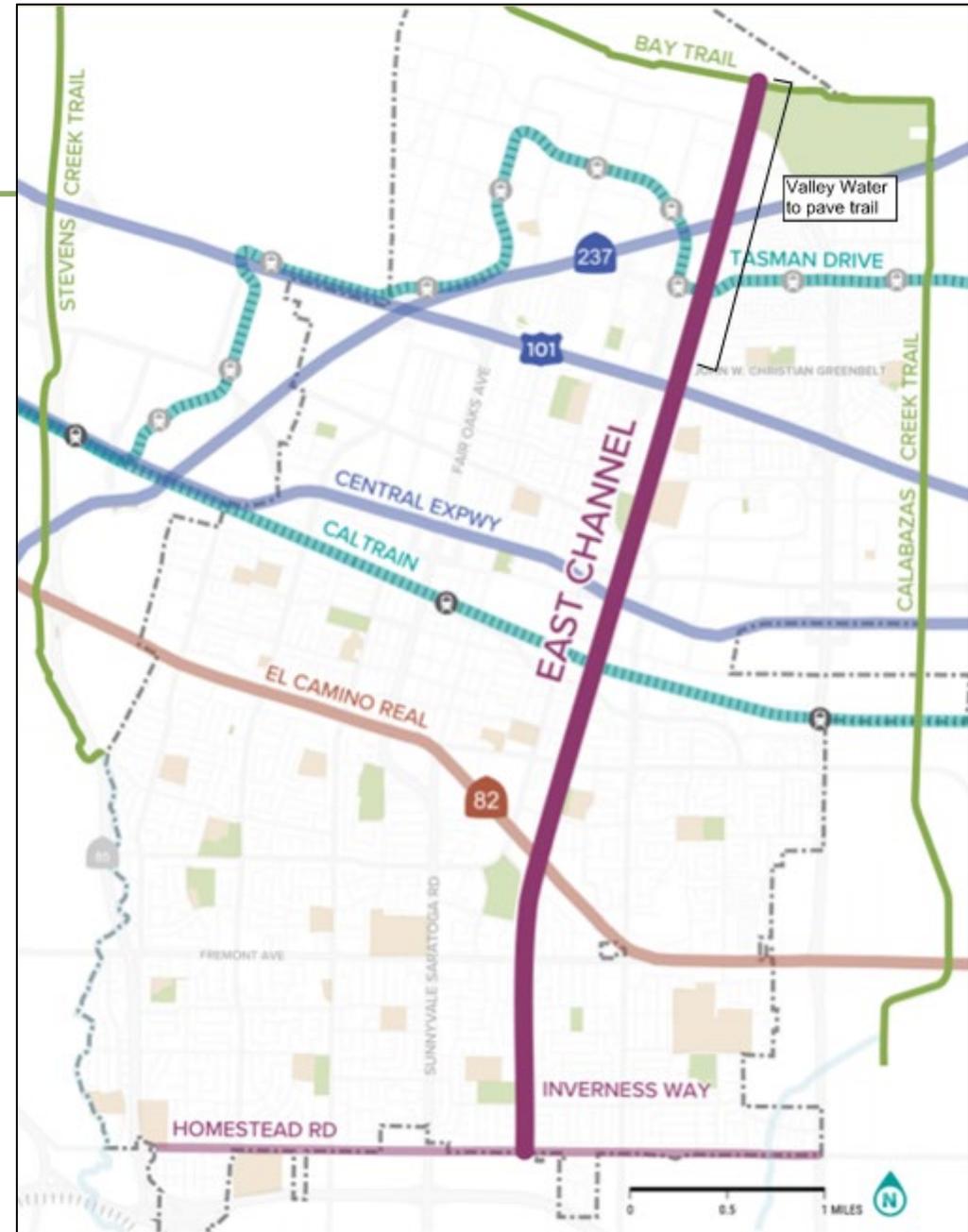


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Project Overview

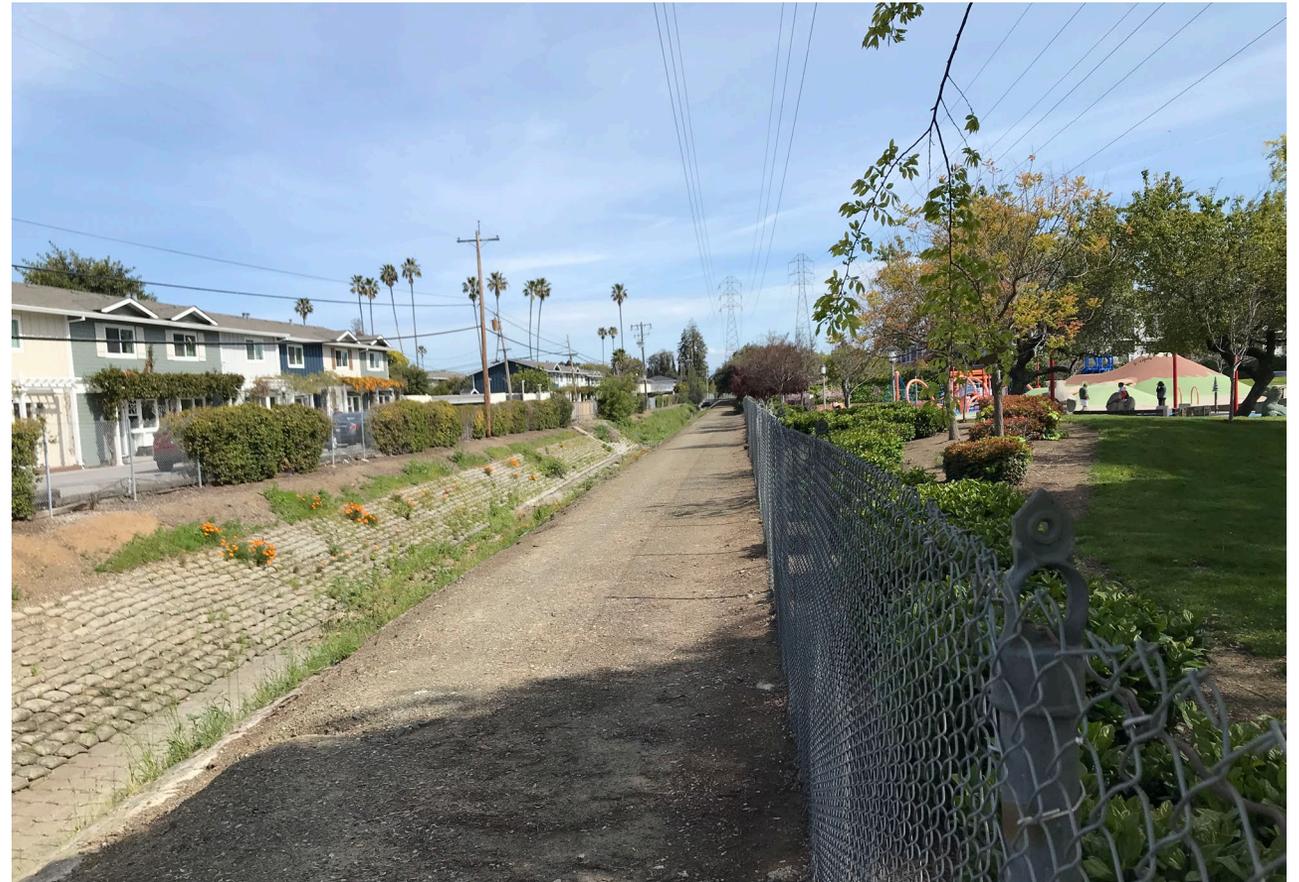
Corridor Overview

- Approximately 5.5 miles along Santa Clara Valley Water's East Channel maintenance road
- Connecting San Francisco Bay Trail to Homestead Road
- Will provide access via several existing and proposed bikeways
- Connections to major Caltrain and VTA transit centers and schools
- Project in the Active Transportation Plan



Opportunities

- Wide Maintenance Road
- Access to four parks and John W. Christian Greenbelt
- Access to 8 schools within 0.5 miles
- Connection to major job centers
- Connection to existing and proposed bikeways



Valley Water Maintenance Road at Braly Park

Constraints

- Major Barriers
 - ◆ El Camino Real (SR 82)
 - ◆ Caltrain Railroad
 - ◆ Central Expressway
 - ◆ Tasman Drive/VTA Light Rail
 - ◆ US 101
 - ◆ Highway 237
- Right-of-Way Conflicts
- Vertical Height Limits
- Erosion



Caltrain Railroad tracks with high voltage PG&E towers

Preliminary Design Overview

Existing

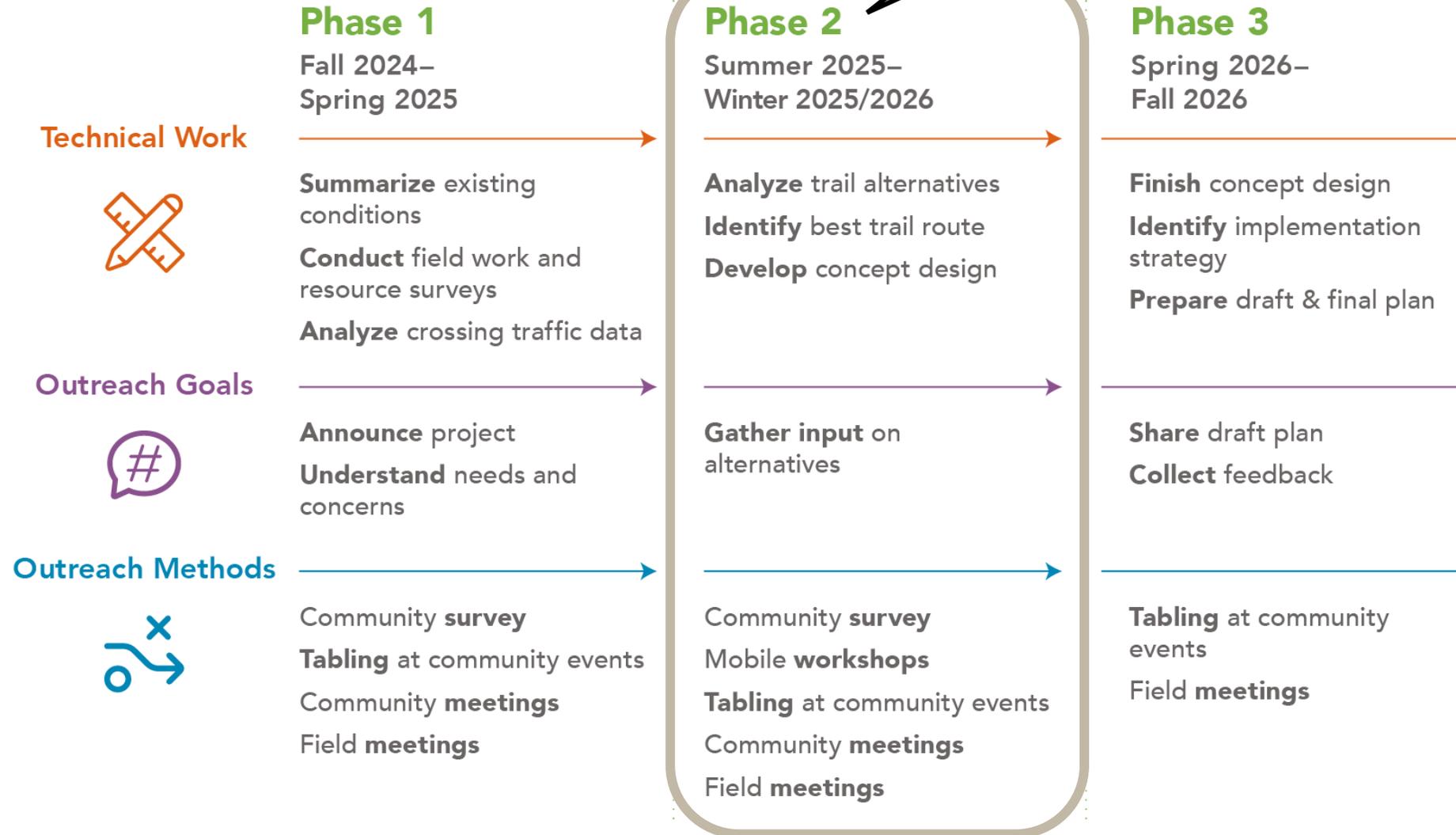


Proposed



Timeline

We are here





Community Engagement Updates

Recent Community Engagement (Phase 1 & 2)

2900+ total interactions at 38 events

- What We Did
 - ◆ 4 workshops, 9 pop-ups, 5 community meetings
 - ◆ 10+ school and interested group meetings
 - ◆ Surveys (x2) and interactive map
 - ◆ Coordination with commissions and agencies
- What we Heard
 - ◆ Strong support for the trail
 - ◆ Desire for better crossings, connectivity, and on-street alternatives
 - ◆ Interest in native plants, amenities, safety features



Walkshop south of John W. Christian Greenbelt (June)

Trail Ambassador & Trailblazer Program

- 10 Trail Ambassadors
 - ◆ Shared feedback from neighbors about the project
 - ◆ Helped share information at local school picnic
 - ◆ Assisted with tabling at pop-ups and walkshops
 - ◆ Flyered in neighborhood to promote the project
 - ◆ Brought family, friends, and neighbors to events
- 10 Trailblazers (volunteers)
 - ◆ Help spread the word about engagement activities via social media and word of mouth



Trail Ambassador Cheryl Jaeger Balm and study team member Santiago Vazquez Garcia at a walkshop in November

Commissions Insights

Parks and Recreation Commission

(Sept. 10, 2025)

- Trail development will need **interagency coordination**
- Trail design needs to accommodate **space for cyclists and pedestrians**
- Trail design should maintain **safety/privacy** for nearby homes
- The trail will create broader **recreation benefits**

Sustainability Commission

(Sept. 15, 2025)

- City will need to consider **flooding and drainage issues** during as a design and operations issue
- Study should define **maintenance roles**
- More **student outreach** is needed
- The trail aligns with other sustainability goals and is **anticipated to reduce VMT**

Bicycle and Pedestrian Advisory Commission

(Apr. 17 & Nov. 20, 2025)

- Move as swiftly as possible to **open priority segments**
- Prefer **paved/ADA-accessible surfaces**
- Concerned about the **long-term upkeep**
- Trail design will need to solve **complex crossings and help maintain user comfort and safety**



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Alternatives Analysis

7 Major Barriers

Channel Trail Alignment (Long-Term)

- ◆ Long-term preferred alignment directly along channel

On-Street Alternatives (Near-Term)

- ◆ Could provide near-term options
- ◆ Act as local connections to the trail once bridge or tunnel is complete
- ◆ Detailed recommendations are not a part of this study

SEGMENT 18 TASMAN DR TO MOFFETT PARK DR
BARRIER: STATE HIGHWAY 237

SEGMENT 17 JOHN W. CHRISTIAN, GREENBELT TO TASMAN DR.
BARRIER: VTA LIGHT RAIL TRACKS

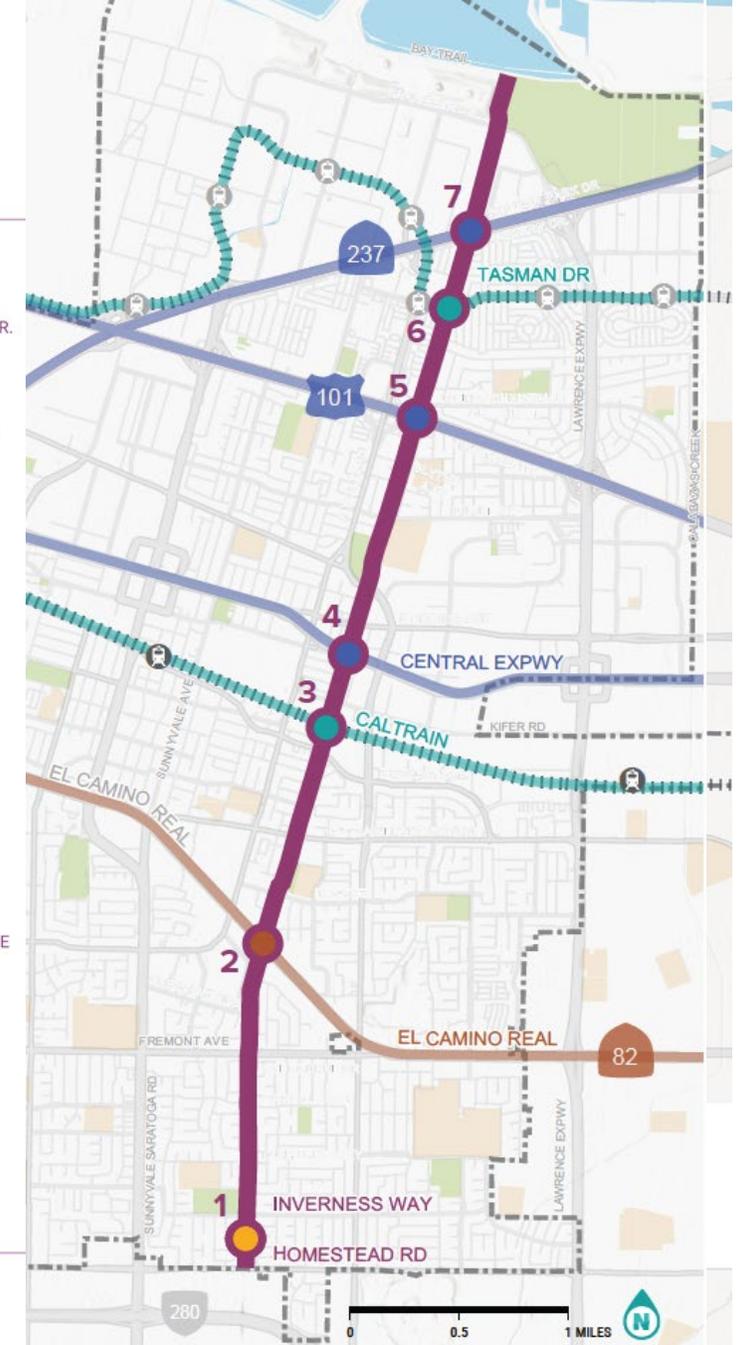
SEGMENT 15 AHWANEE AVE TO JOHN W. CHRISTIAN, GREENBELT
BARRIER: U.S. HIGHWAY 101

SEGMENT 9 KIFER RD TO ARQUES AVE
BARRIER: CENTRAL EXPRESSWAY

SEGMENT 8 EVELYN AVE TO KIFER RD
BARRIER: CALTRAIN TRACKS

SEGMENT 5+6 CRESCENT AVE TO IRIS AVE
BARRIER: EL CAMINO REAL

SEGMENT 1 HOMESTEAD RD TO INVERNESS WAY
BARRIER: NO RIGHT-OF-WAY AVAILABLE



Major Barrier #1 – No Right of Way Available

Homestead Road to Inverness Way

Long-term: both on-street

A – Finch Way thru Alley

B – Eagle Drive



Finch Way



Eagle Drive



Major Barrier #1 – No Right of Way Available

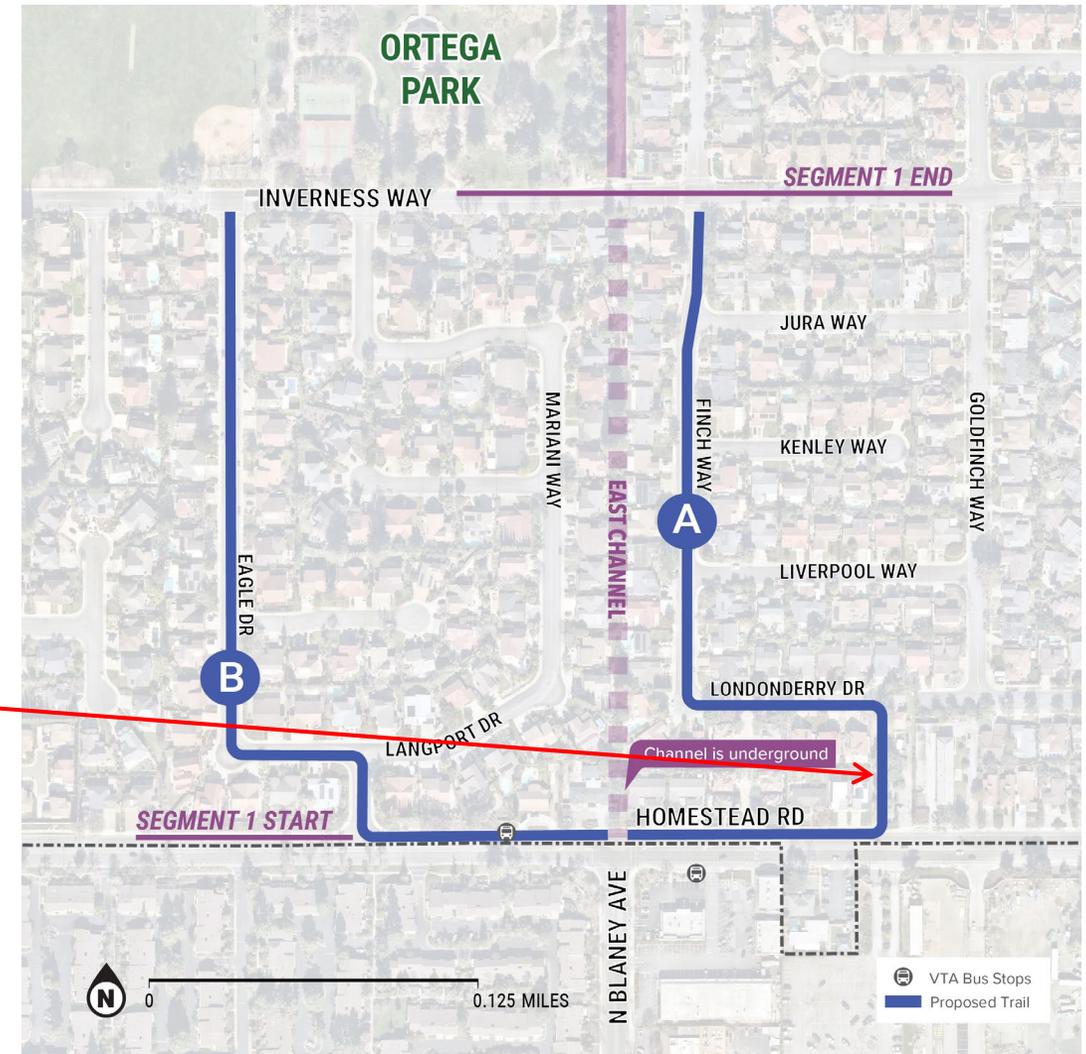
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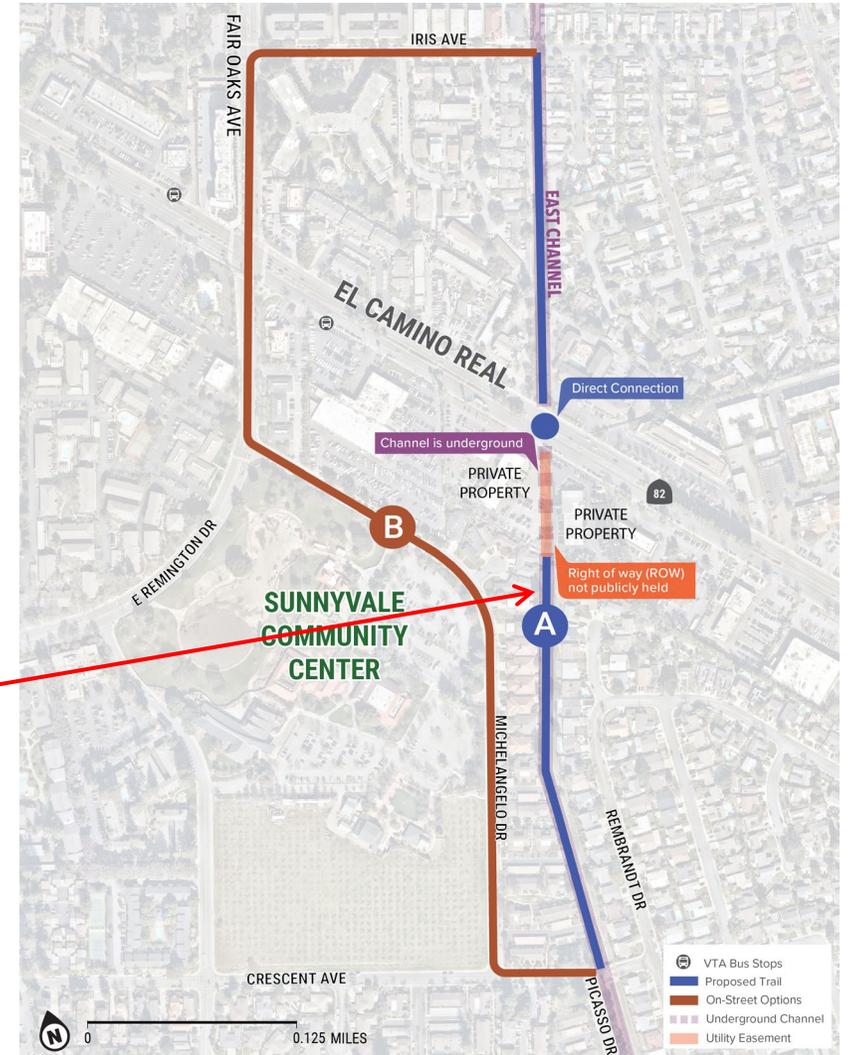
Public utility easement (alley) between Homestead Rd and Londonderry Dr



Major Barrier #2 – El Camino Real Crescent Avenue to Iris Avenue

Long-term Find direct connection along channel

On-street Through Fair Oaks Avenue intersection



Major Barrier #4 – Central Expressway

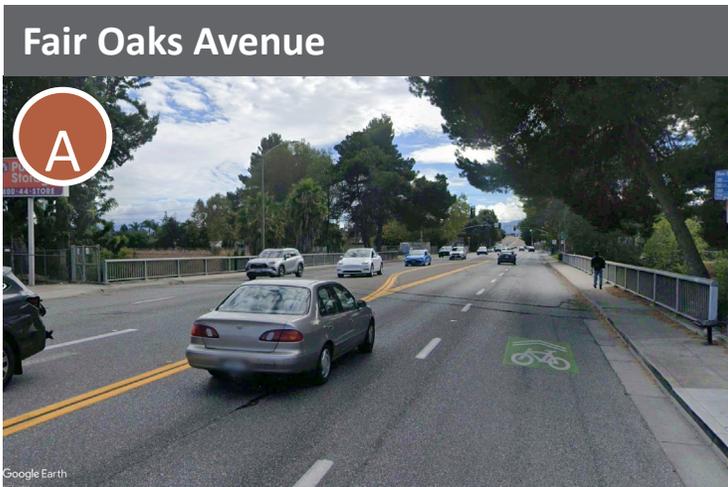
Kifer Road to Arques Avenue

Long-term New bridge along channel

On-street

A – Fair Oaks Avenue

B – Wolfe Road

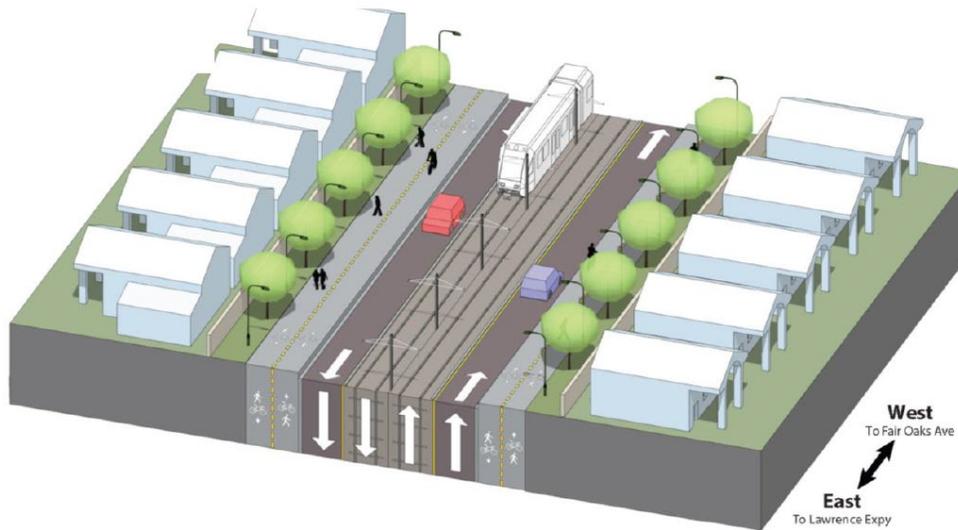


Major Barrier #6 – VTA Light Rail Tracks

JWC Greenbelt to Tasman Road

Long-term New bridge along channel

On-street Tasman Drive through Fair Oaks Avenue intersection



Council approved a Shared Use path alternative on both sides of Tasman at July 29, 2025 City Council meeting



Street-Level Crossings

Tier 1 – Neighborhood Streets

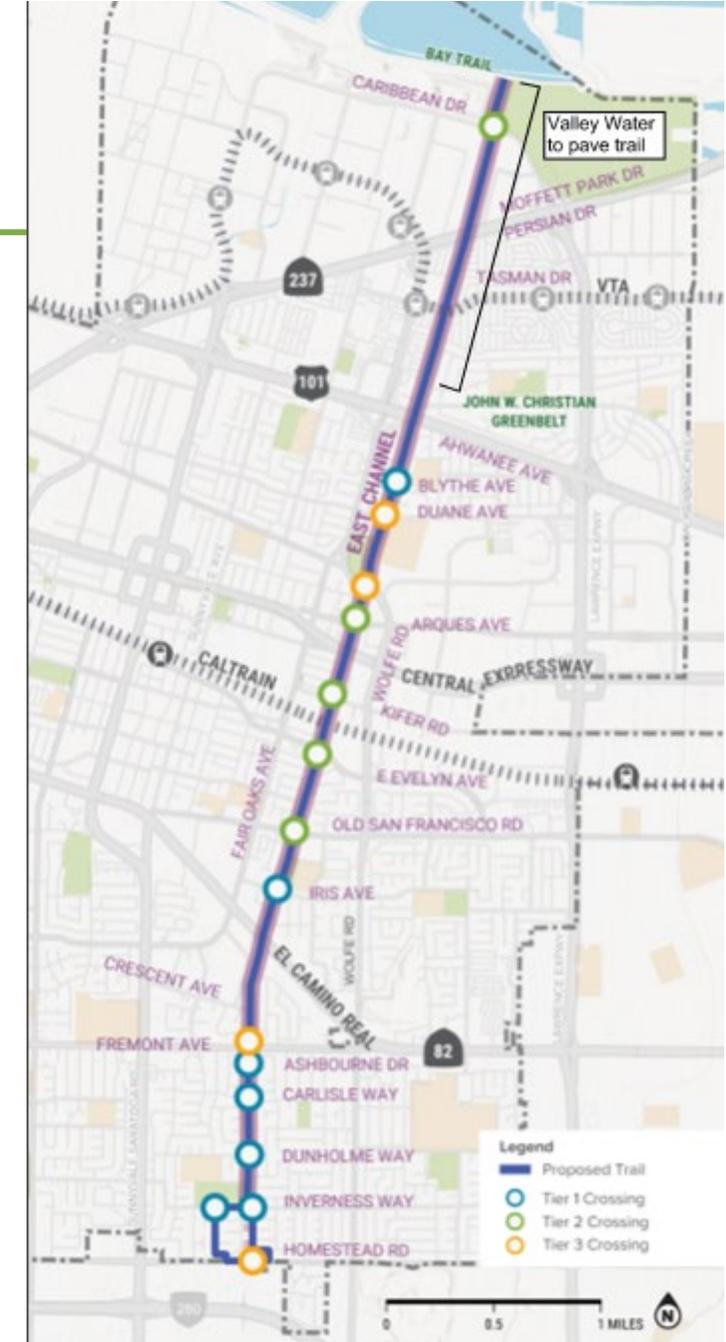
High-visibility crosswalk markings, signage, and Rectangular Rapid Flashing Beacons (RRFBs) for streets with more than 3,000 vehicles per day

Tier 2 – Busier Streets That Connect Neighborhoods

Preferably HAWK signal, could also be RRFB in some cases with fewer vehicles

Tier 3 – Wide, Busy Main Roads

Use existing traffic signal or install HAWK



Phasing Considerations

Phasing Factors

- Connections to existing bike and pedestrian facilities
- Quick and easy to implement
- Segments with the highest potential user demand
- Closes key network gaps
- Aligns with other planned projects

Different Impacts

- Connectivity-based: Strong network continuity, higher coordination
- Quick-build: Faster delivery, limited early coverage
- High-use areas: Immediate benefit, uneven corridor rollout
- Coordinated projects: Cost-efficient, schedule dependent

Next Steps

1. Develop recommended alignment and conceptual design (Winter 2025/26)
2. Propose project phasing and draft study (Winter 2025/26 to Summer 2026)
3. Commission meetings (Fall 2026) to review draft study
4. City Council to approve Final Study (Fall 2026)
5. Seek additional funding for final design, permitting, and construction if directed by Council (ongoing)



City Council Input

- Does Council support developing a long-term plan with short-term alignment options?
- Does Council have input on short-term options at this early planning stage?
- Are there other improvements that should be considered through this study to shape a successful East Channel Trail?
- Is there any additional information that the Council needs to be considered as part of the study?

Project Information

Project Webpage

1. Scan QR code to visit the project webpage or go to: <https://www.sunnyvale.ca.gov/> and search for “**East Channel Trail**”



2. For future updates **Subscribe to stay informed**

Contact



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