

Joint Cities Coordinated Stevens Creek Trail Feasibility Study

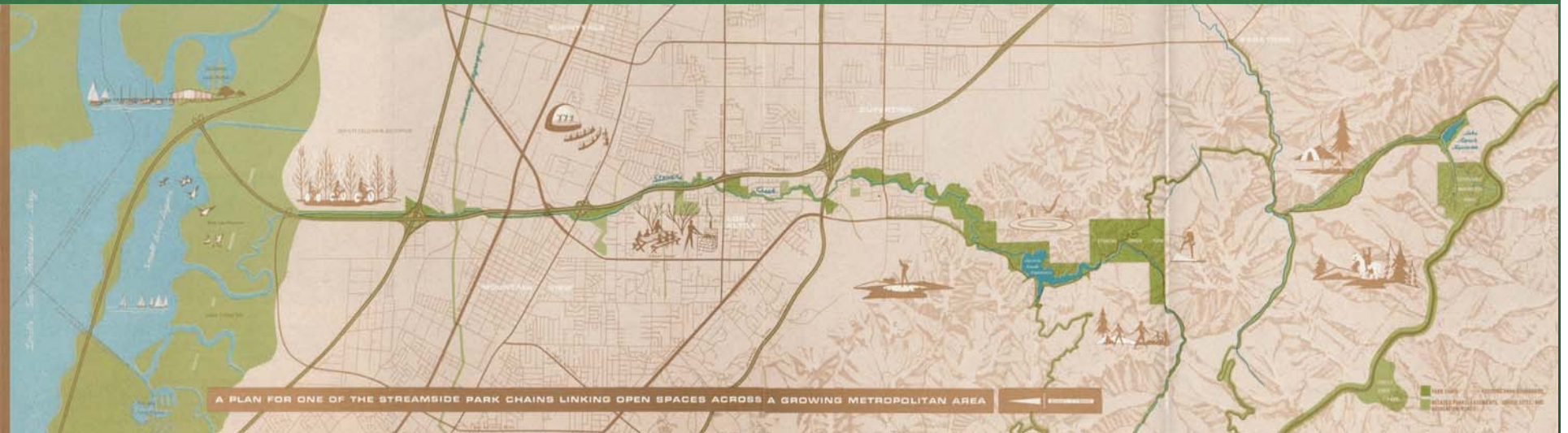


Sunnyvale City Council
February 9, 2016

Presentation Overview

- Trail Planning Background
- Public Review Process
- Joint Cities Working Team Recommendation
- Staff Recommendation

Stevens Creek Trail Planning History



Stevens Creek Park Chain – 1961 Brochure

The Stevens Creek Trail will link the Bay Trail to the Ridge Trail and connect to the Skyline-to-the-Sea Trail that extends to the Pacific Ocean in Big Basin State Park.

Make the Connection

How would you connect the
Stevens Creek Trail from

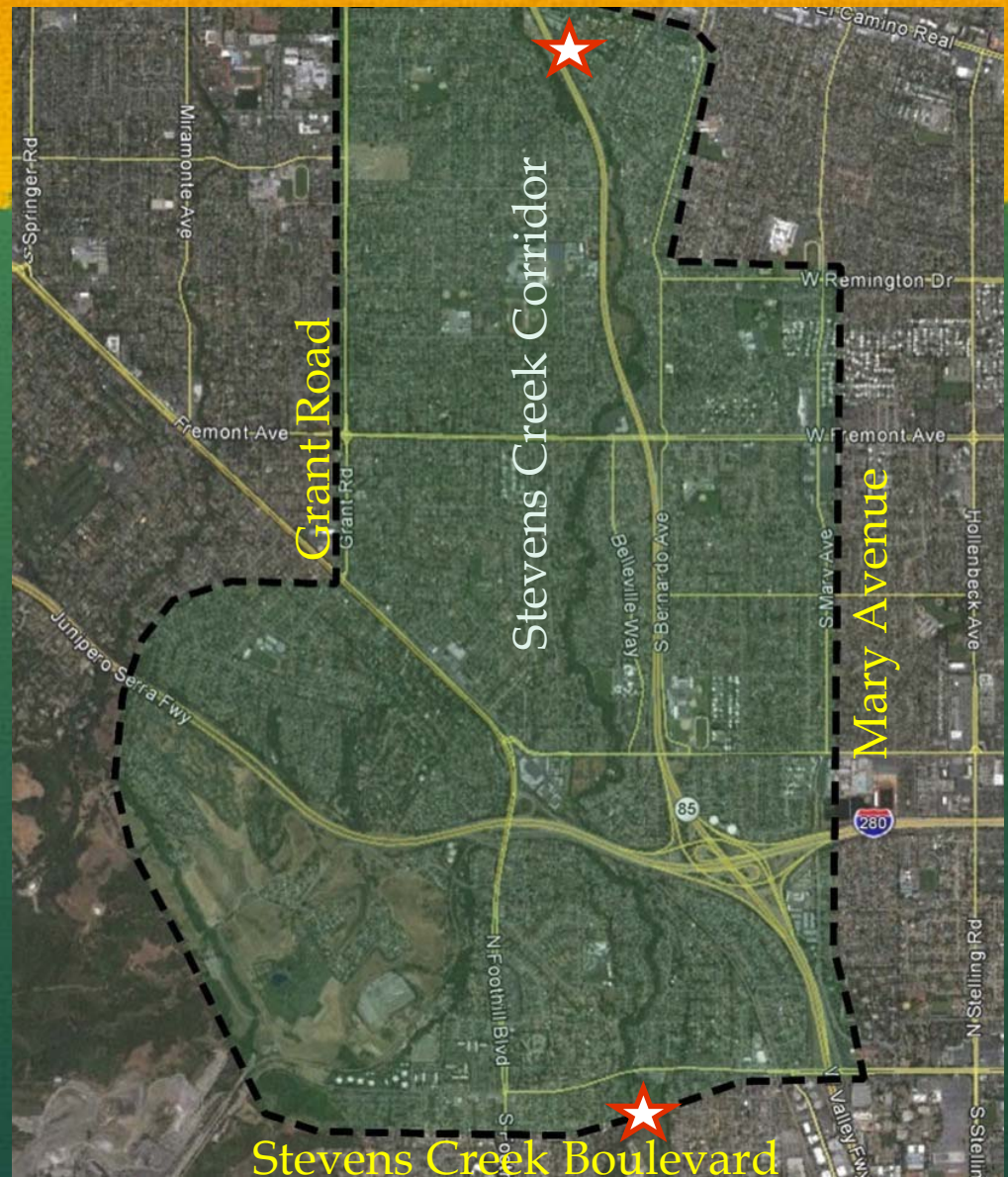
Dale/Heatherstone
Pedestrian Overcrossing

to

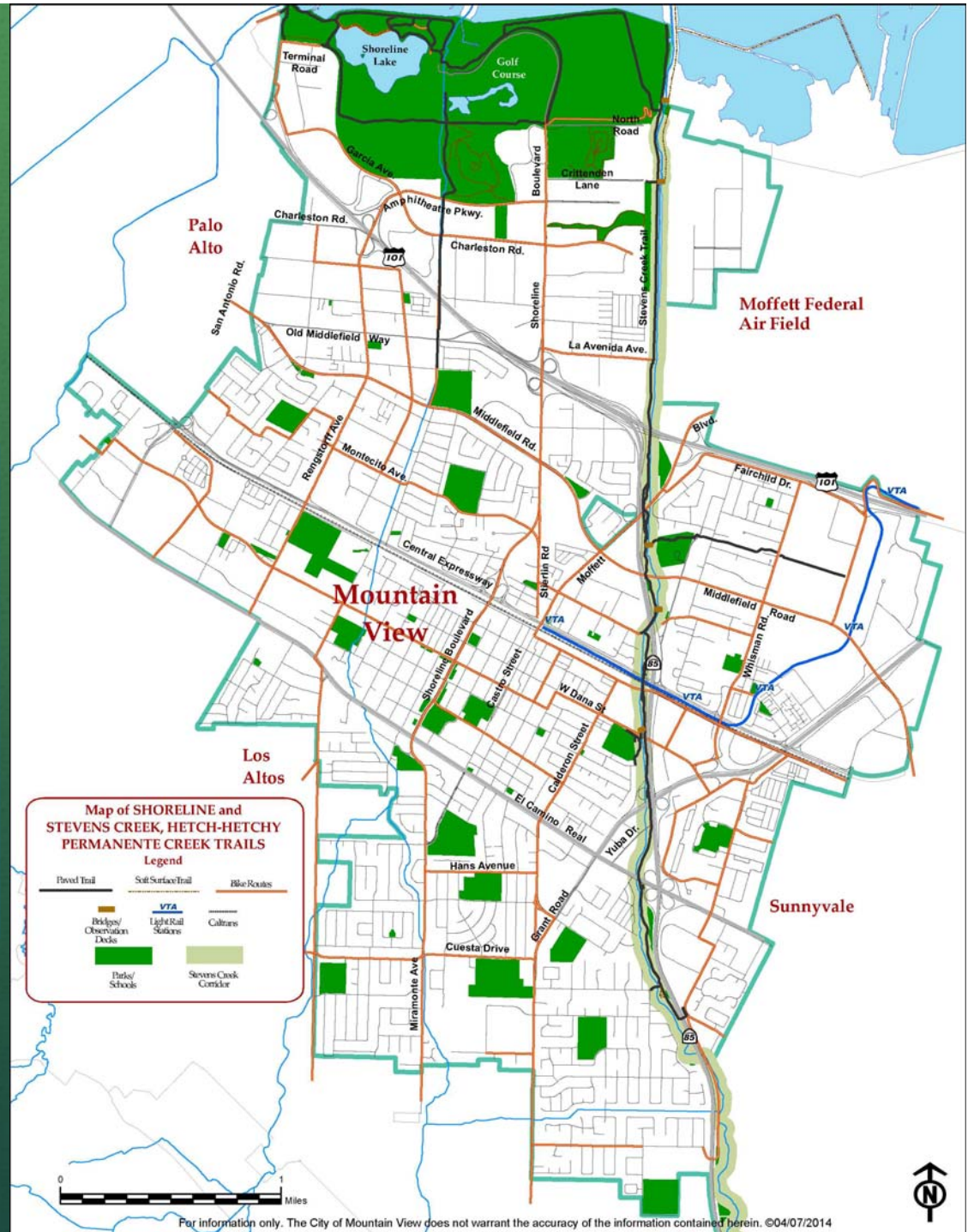
Blackberry Farm Park



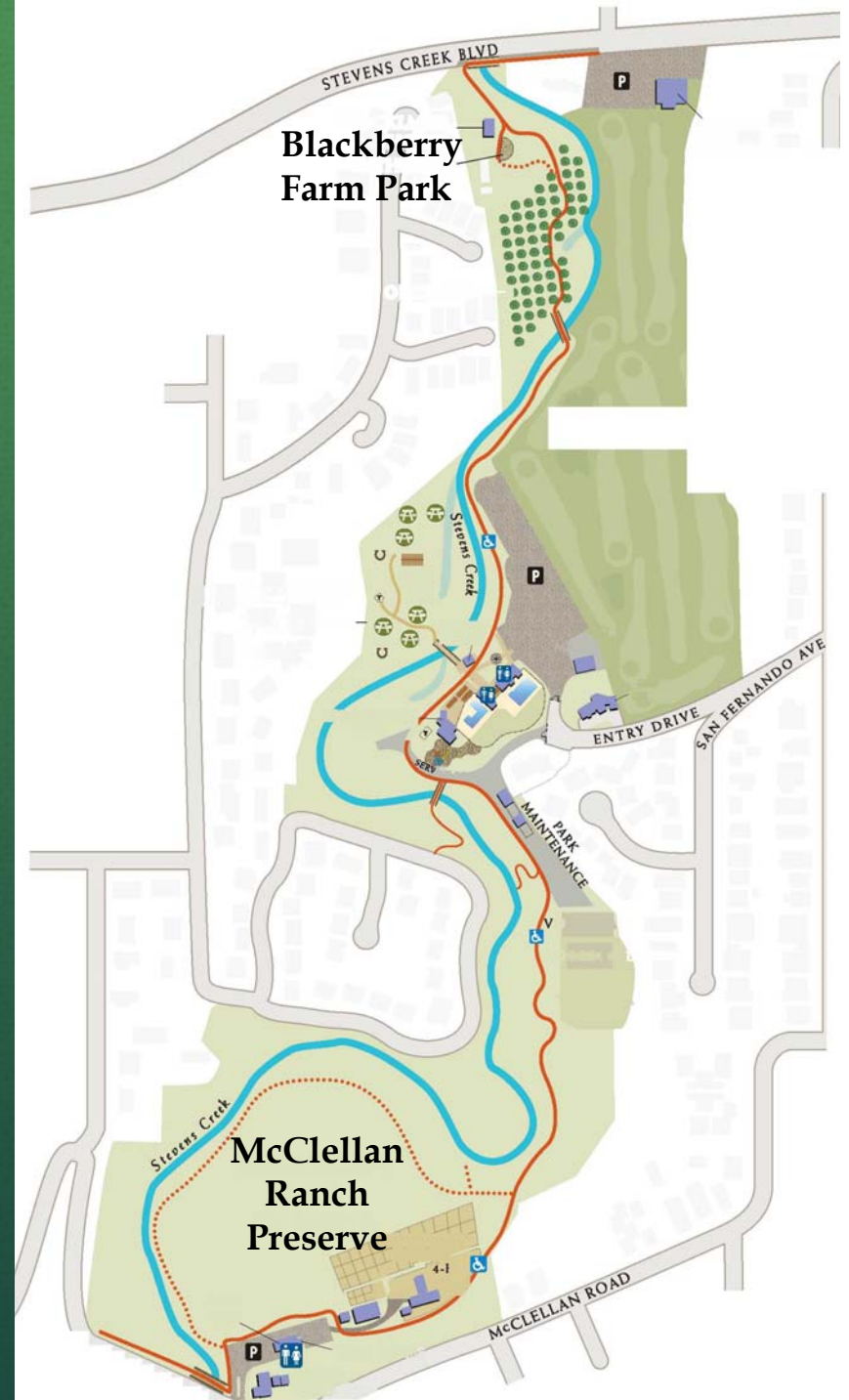
Dale/Heatherstone Overpass



Existing Trail Segments Mountain View ~ 5 Miles



Existing Trail Segments Cupertino ~ 1 Mile



Feasibility Study Development

- Joint Cities Working Team formed in 2009
- Funding agreement between cities 2011
- Consultant retained for Feasibility Study
- Citizens Working Group formed 2012
- 2012 – 2014 Meetings on possible trail alignments
- Draft Feasibility Study published March, 2015
- Public outreach meetings in May and June
- CWG and JCWT Recommendations on trail alignments
- City Council review and action

Explore a Wide Range of Alignments, Construction Techniques and Habitat Restoration and Neighborhood Enhancement Options

Technical Feasibility Study



Feasibility Report Findings

Categories of Findings

- Technically Feasible Alignments
- Infeasible Alignments
with Reasons for Rejection

Alignment

Recommendations

- None

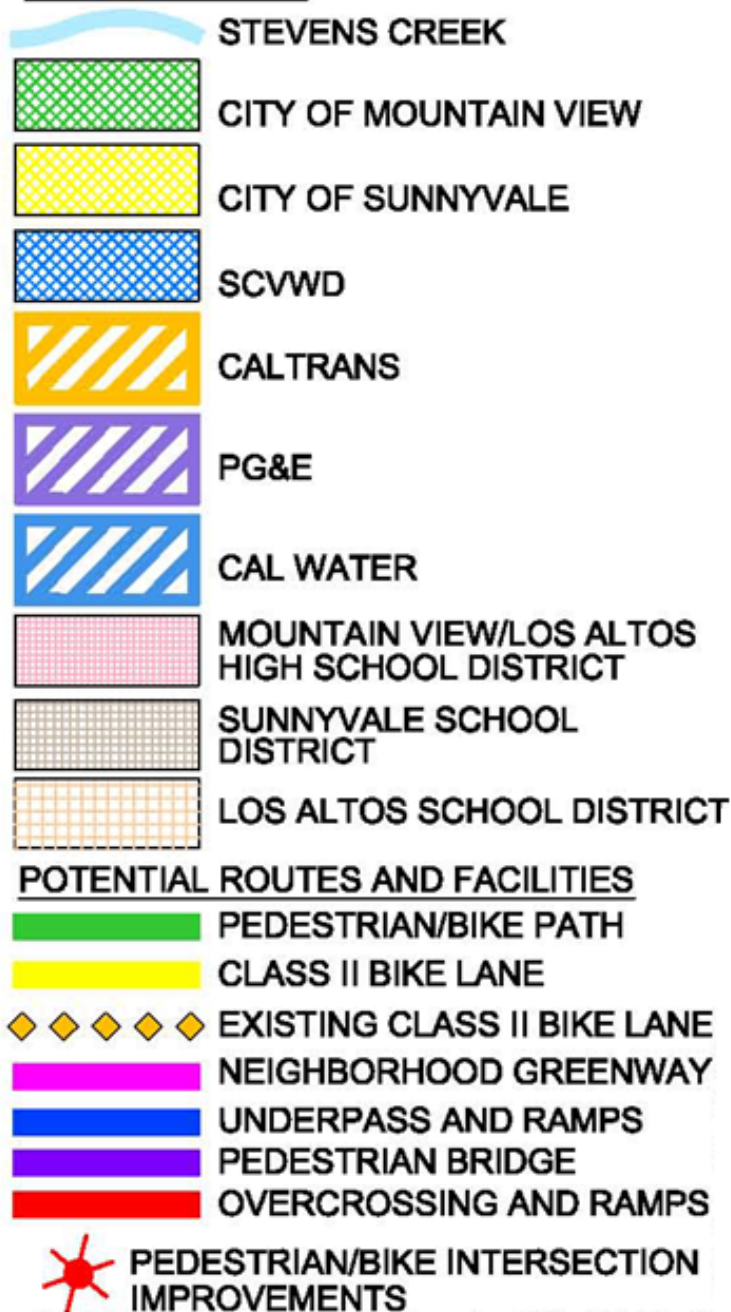


Study Area Segments

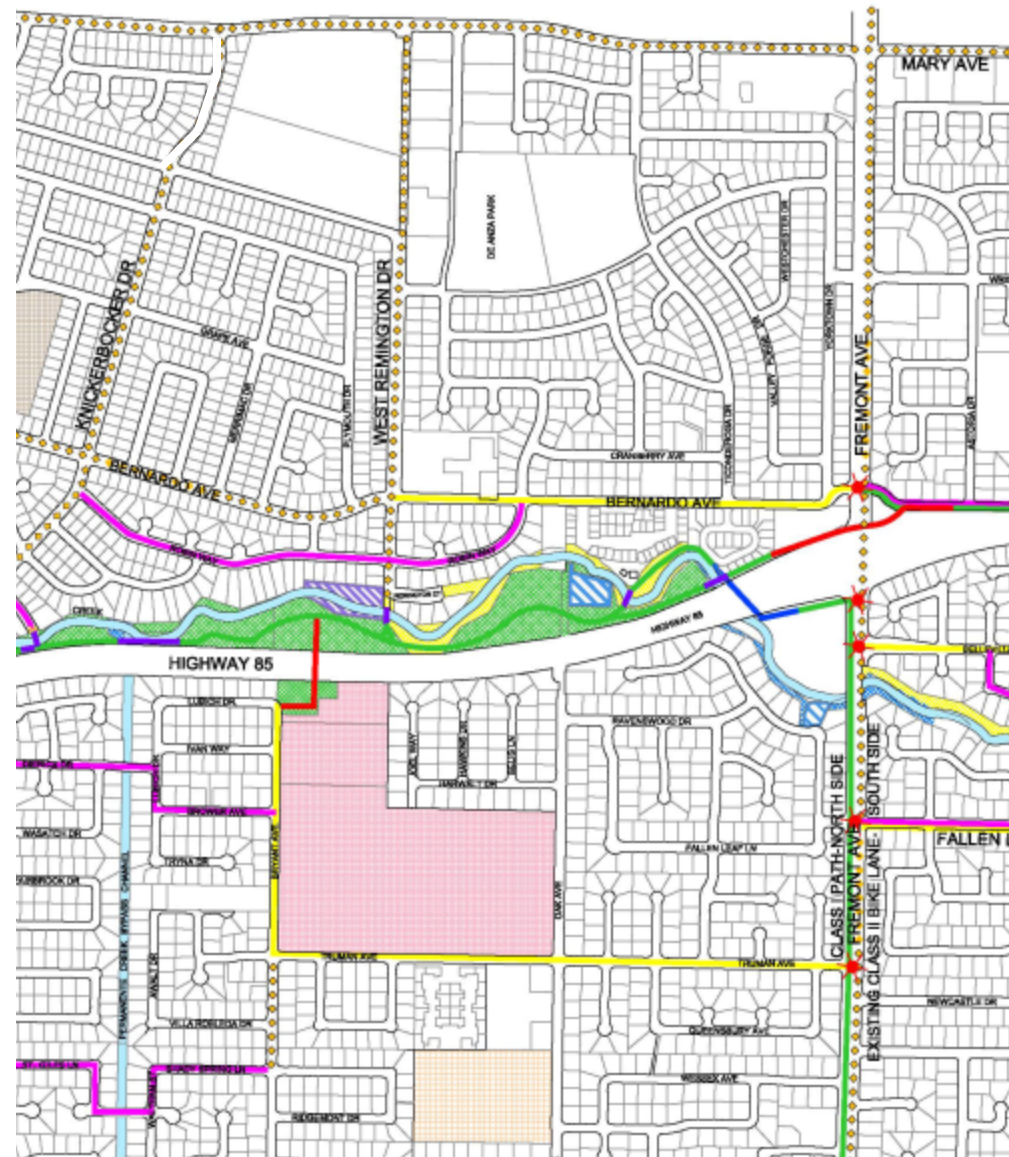
- Segment 1 – Dale/Heatherstone to Fremont Avenue
- Segment 2 – Fremont Avenue to Homestead Road
- Segment 3 – Homestead Road to Stevens Creek Boulevard
- Segment 4 – Connections to Rancho San Antonio County Park



LEGEND

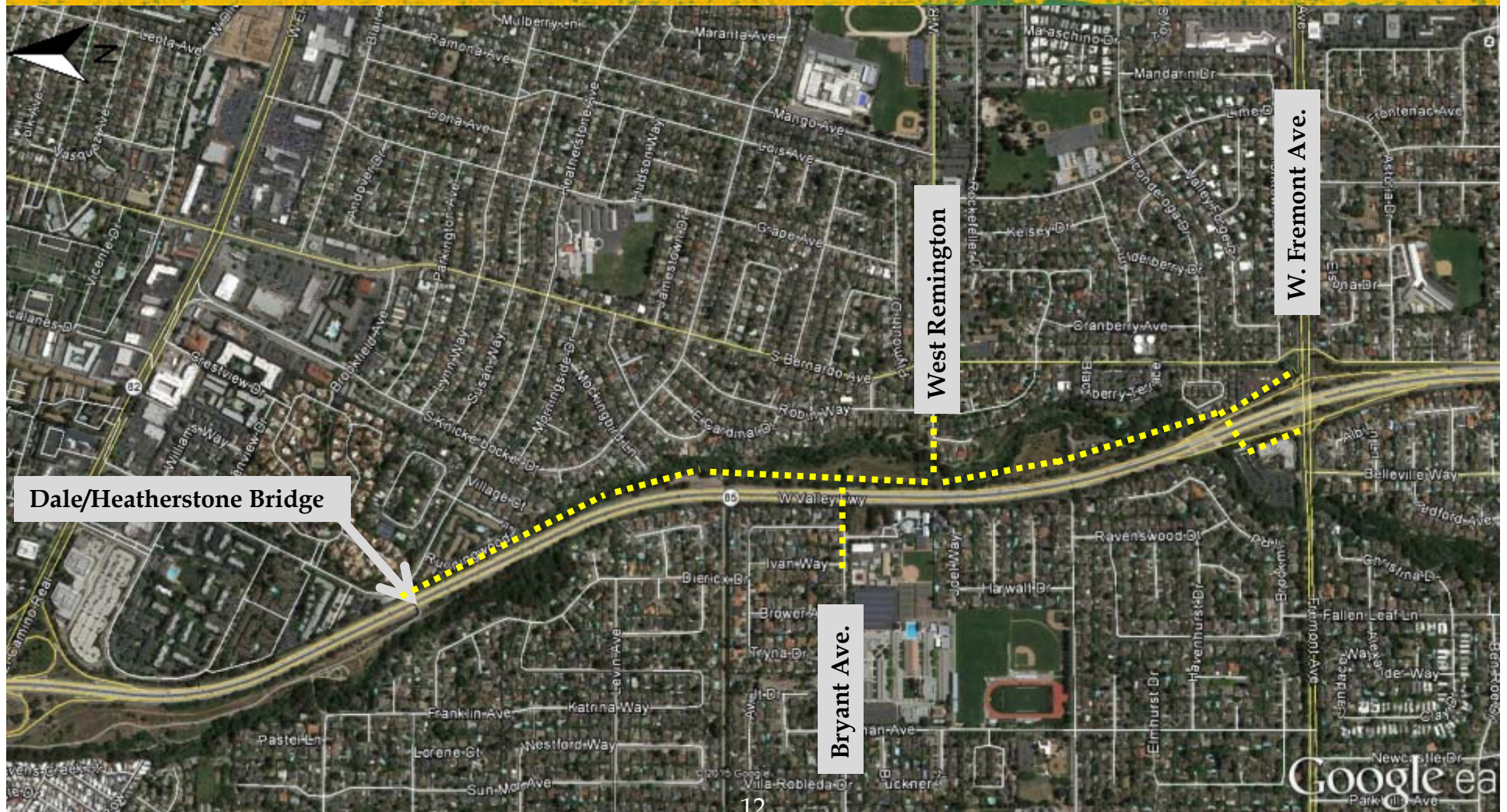


Heatherstone to Fremont Ave.



JCWT Recommendation

Segment 1 - Dale/Heatherstone to Fremont



..... Recommended Alignment

Segment 1 – Opportunities and Challenges

Narrow Creek Banks



Segment 1 – Opportunities and Challenges

Creek Bank Stability



Segment 1 – Opportunities and Challenges

New
Bridges
Required

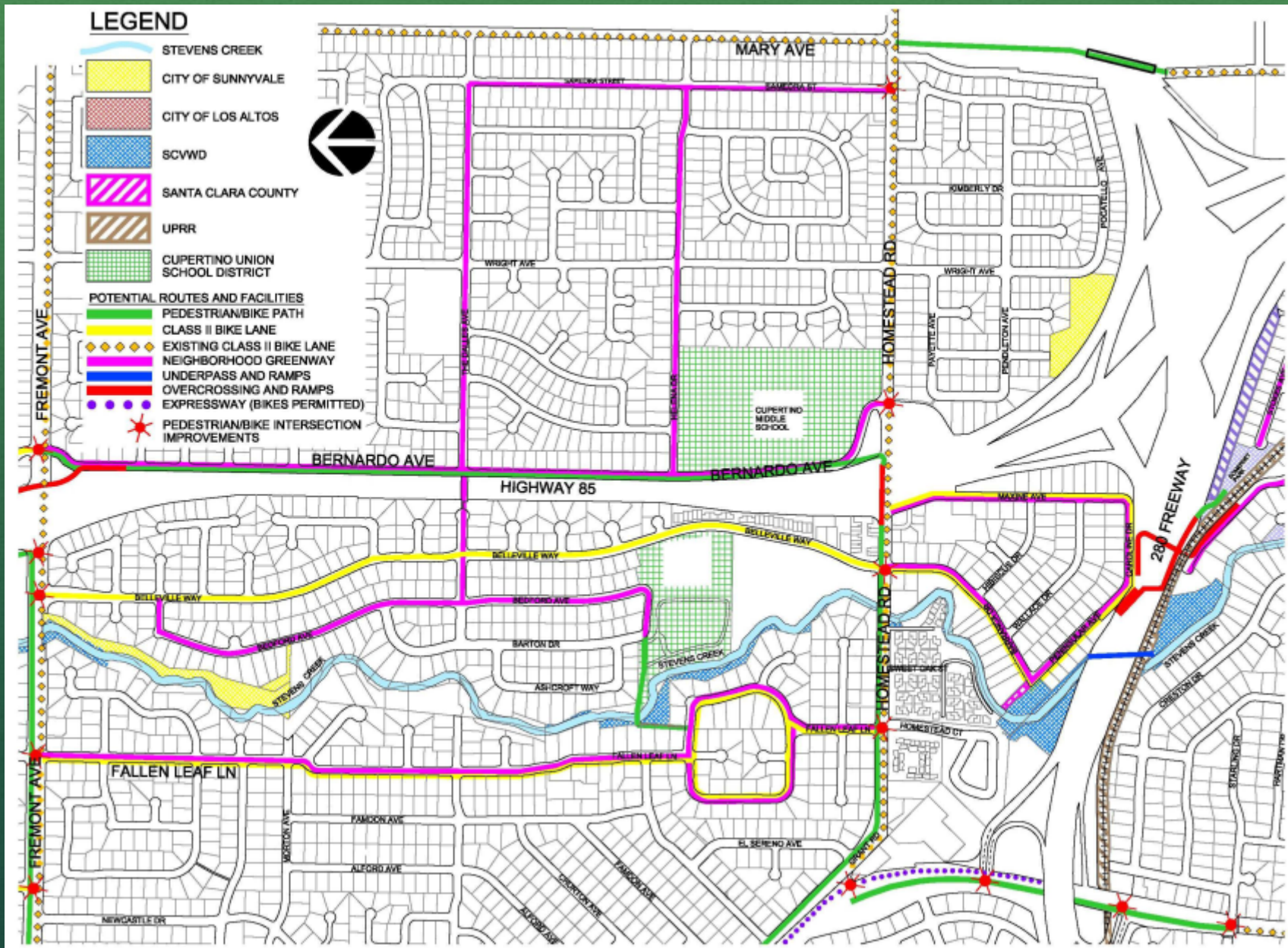


Segment 1 – Opportunities and Challenges

Access to
Open
Space

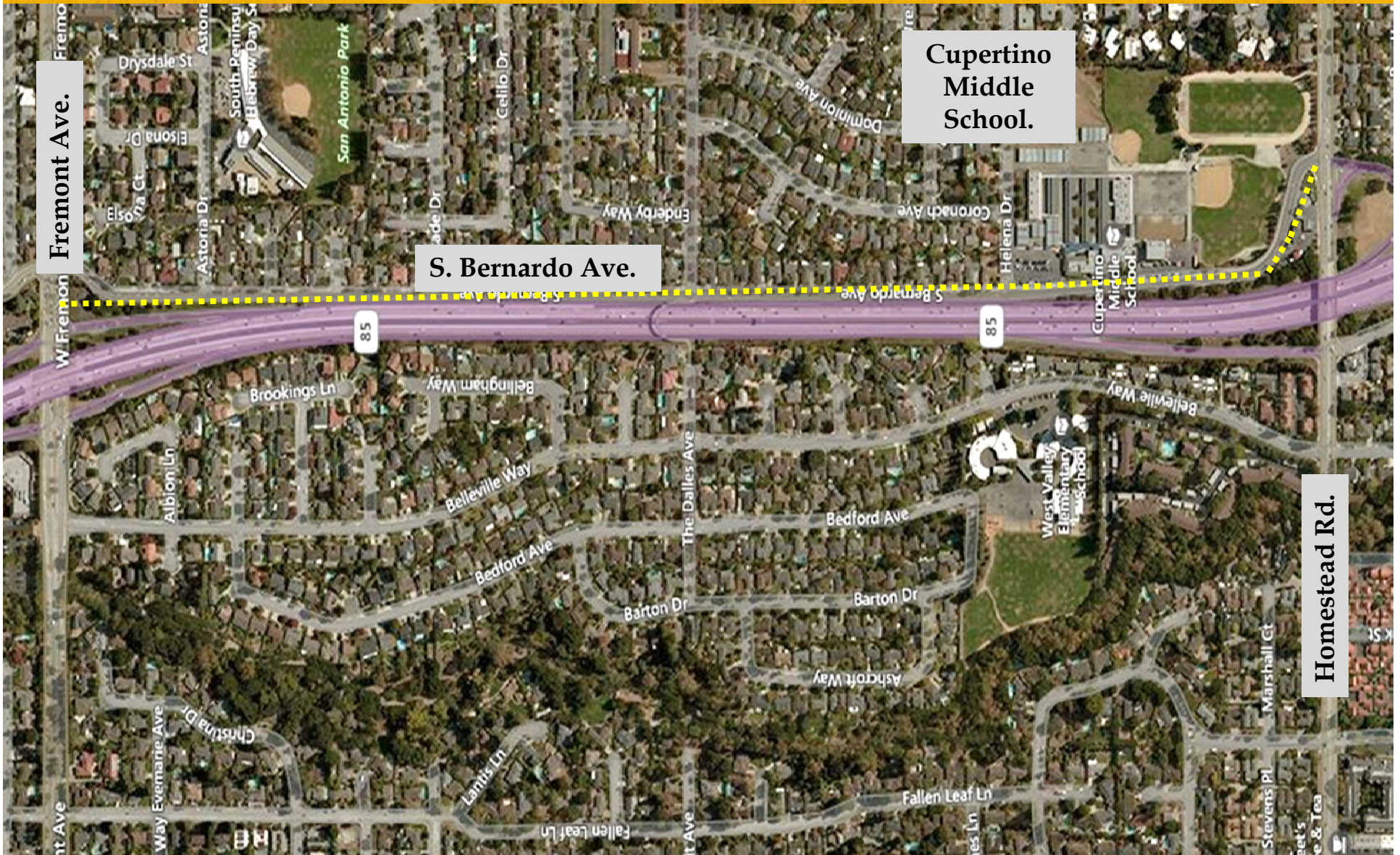


Segment 2 – Fremont Ave. to Homestead Rd.



JCWT Recommendation

Segment 2 – Fremont to Homestead

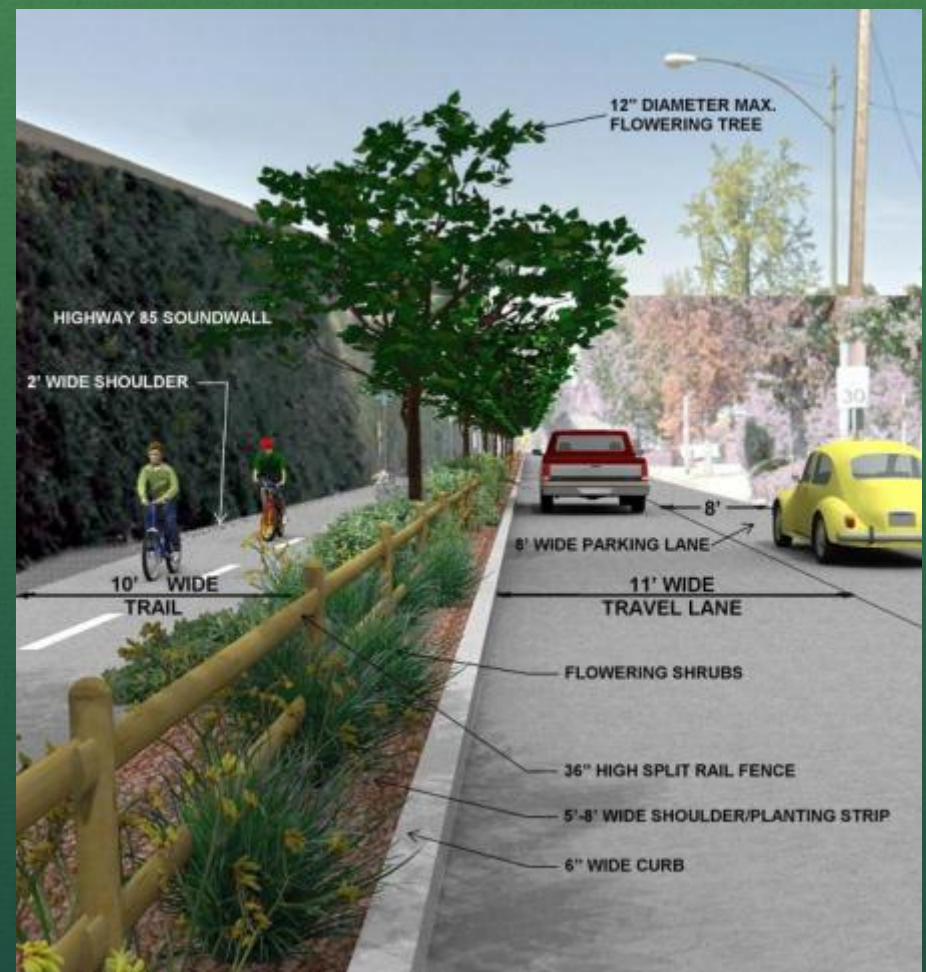


S. Bernardo Ave. Off-street Concept Drawings



Astoria to The Dalles

19



The Dalles to Helena

Segment 2 – Opportunities and Challenges

Cupertino Middle School



Segment 2 – Opportunities and Challenges

Existing
SR 85
Bike/
Pedestrian
Overpass



Segment 2 – Opportunities and Challenges

- Off –street path requires Bernardo Ave. to become one-way or two-way with no parking



Segment 2 – Opportunities and Challenges

- One-way conversion would change neighborhood traffic patterns (Not studied)
- Loss of parking would impact Bernardo homeowners



JCWT Recommendation

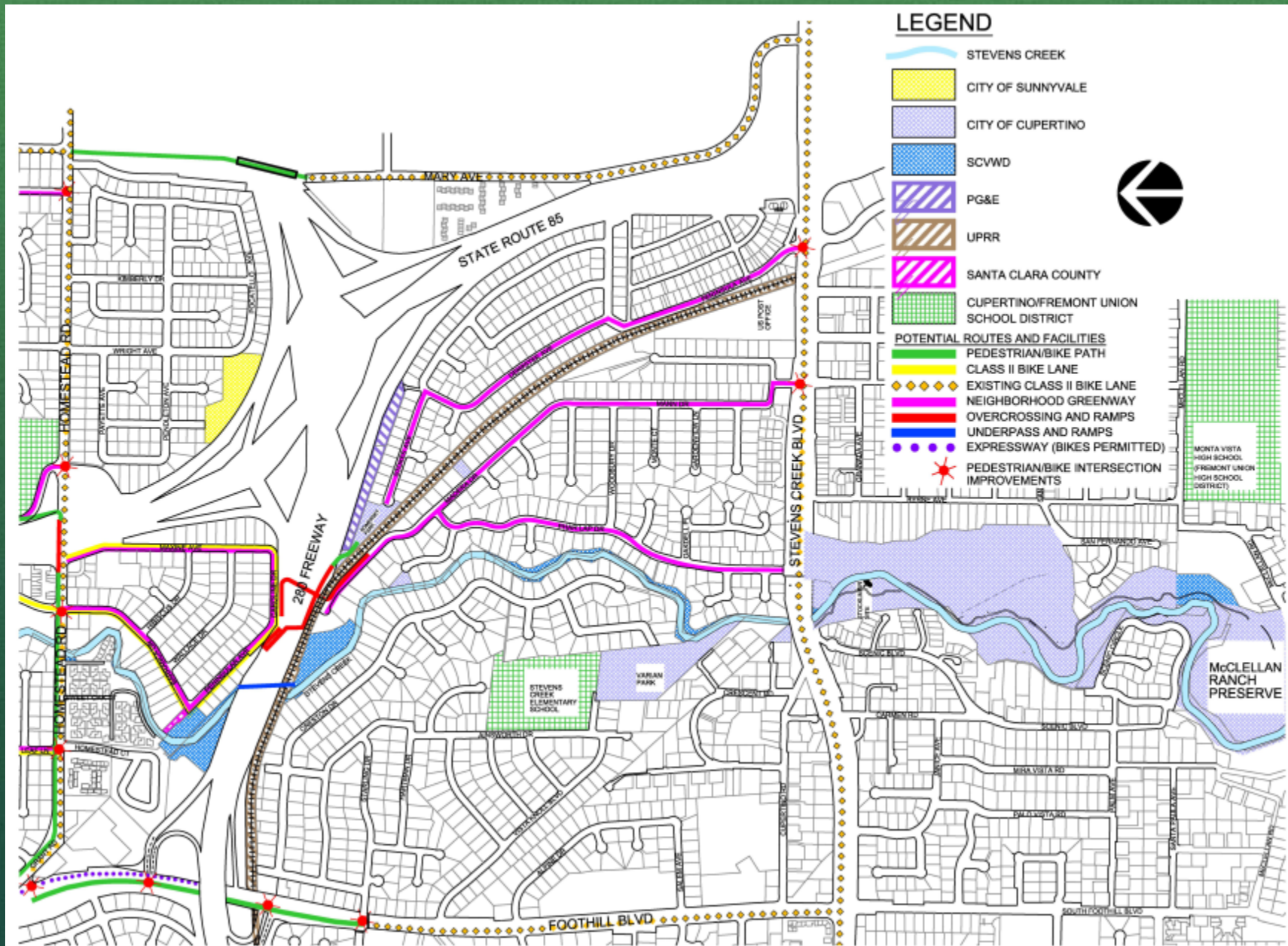
Segment 2 –Fremont to Homestead

- Complete a comprehensive traffic and parking study
- Look for ways to minimize impacts from loss of parking
- City of Sunnyvale determines feasibility of an off-street facility on Bernardo Ave.



Plan B if infeasible – No specific routes are designated as the Stevens Creek Trail in Segment 2. Each City should consider modest bike and pedestrian safety improvements to other possible routes that connect to the trail.

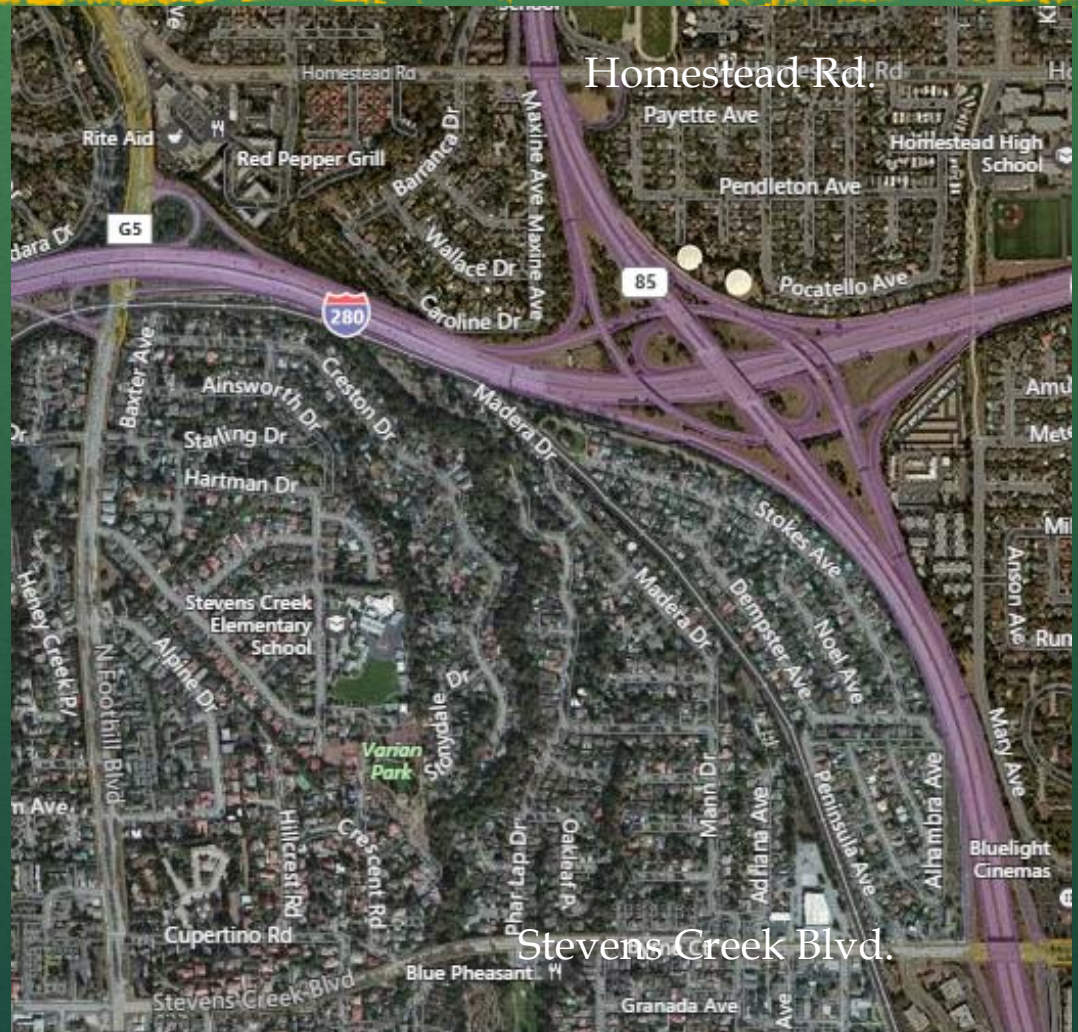
Segment 3 – Homestead Rd. to Stevens Creek Blvd.



JCWT Recommendation

Segment 3 –Homestead to Stevens Creek Blvd.

- No continuous off-street routes were found to be feasible
- Feasible on street routes required use of bike lanes on high volume roadways like Foothill or Stevens Creek Blvd., or a new I-280 crossing
- No specific alignment was recommended by the JCWT

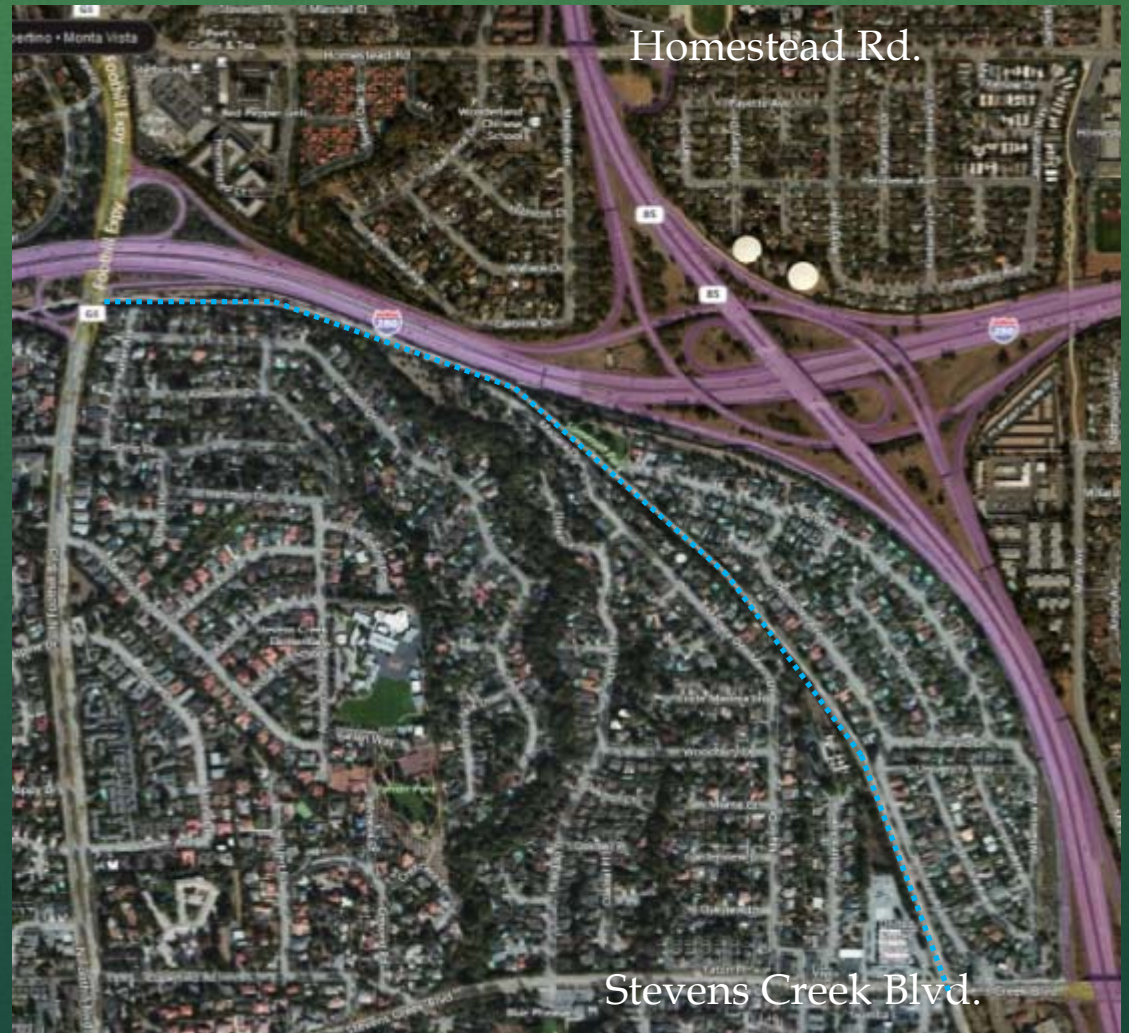


JCWT Recommendation

Segment 3 –Homestead to Stevens Creek Blvd.

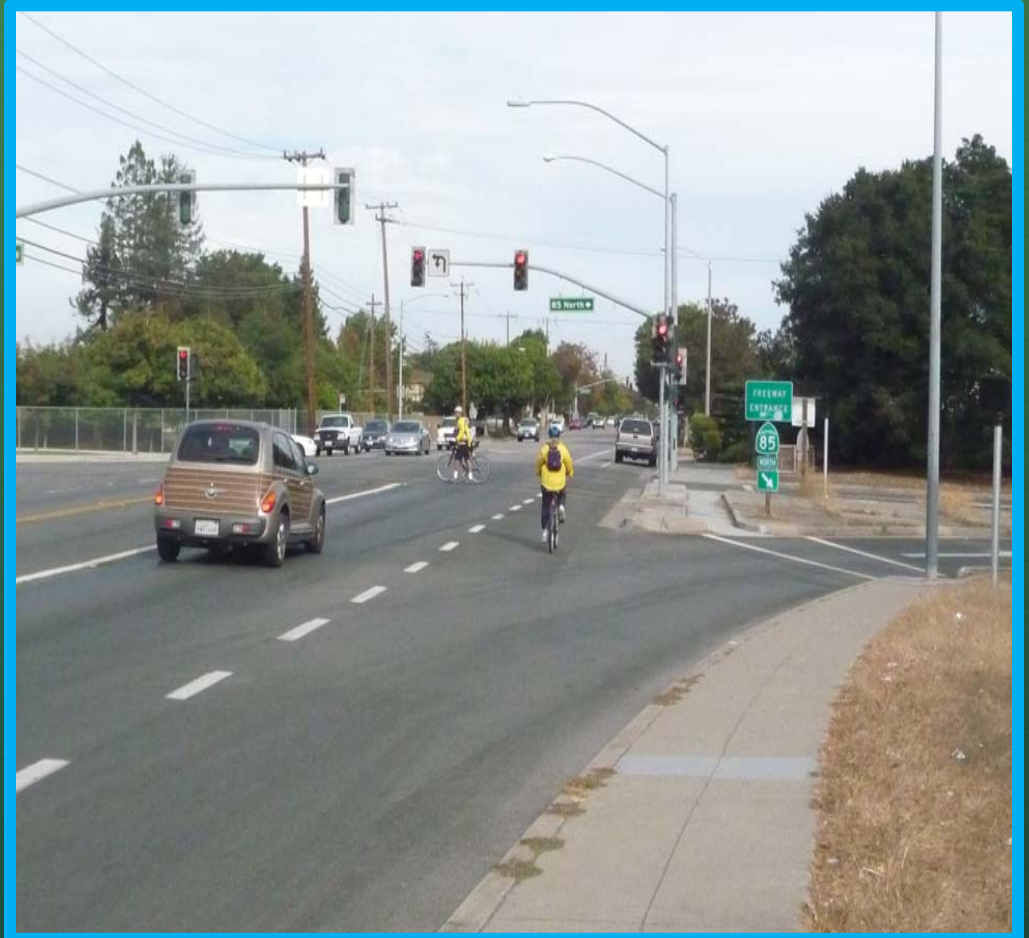
Long-term Vision

- Look for opportunities with SR85 & I-280 improvement
- Rails to Trails project
- Consider safety improvements to Foothill Blvd.

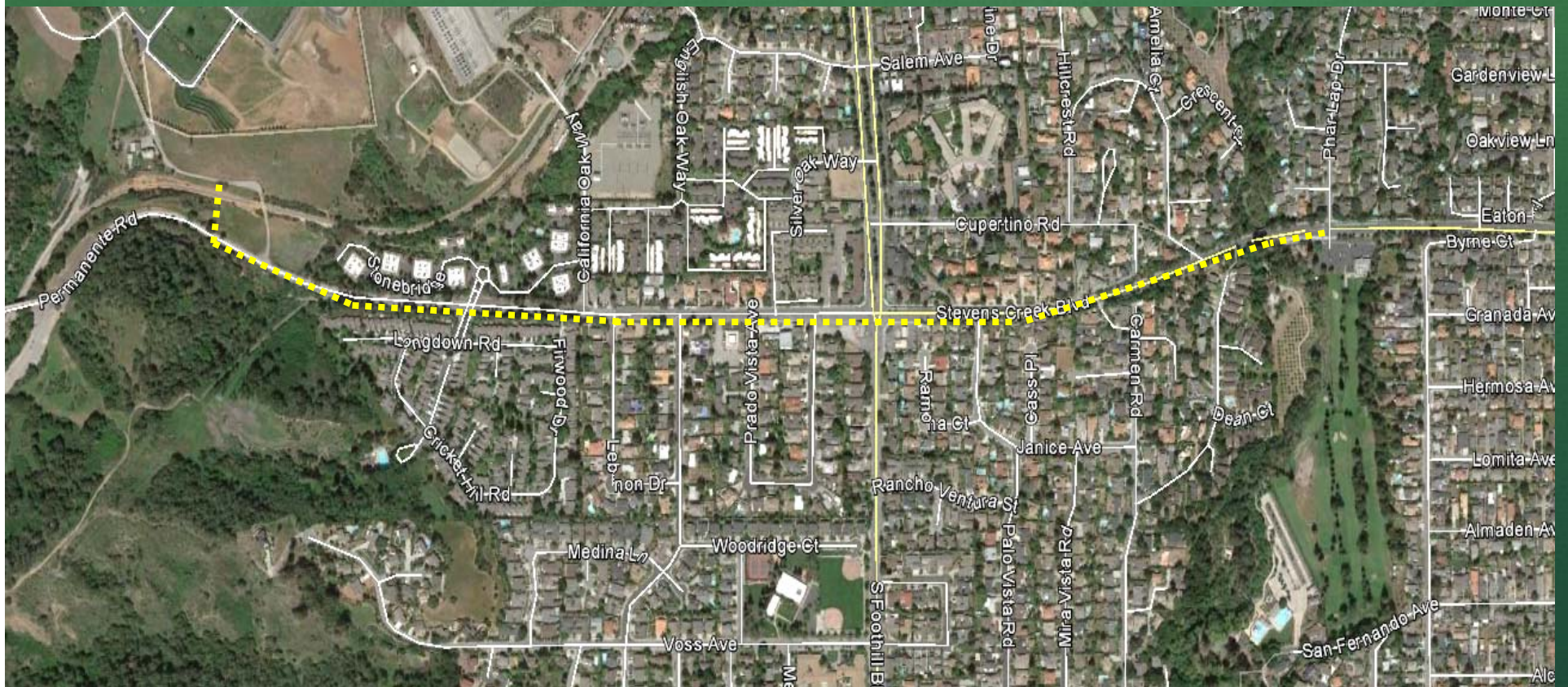


Segment 3 – Opportunities and Challenges

- Existing off-street trail in Los Altos could be extended to Bernardo via an new bike/ped. bridge



JCWT Recommendation Segment 4 Connections to Rancho San Antonio County Park





Steps to Trail Implementation



Staff Recommendations

Recommend to City Council Alternatives 1, 2(a), 3, 4, and 5:

1. Support the recommended alignment of the JCWT in Study Segment 1 (Dale Avenue/Heatherstone Way to Fremont Avenue). This includes an off-street trail along the 22 acres of open space along State Route (SR) 85 from Dale Avenue/Heatherstone Way to Fremont Avenue, and connections at Fremont Avenue, on both sides of SR 85. Collaborate with Mountain View to seek out grant funding for the master planning, environment review, and potential construction.

Staff Recommendations

2. (a) Upon completing environmental review and securing funding for potential construction of Study Segment 1, initiate a comprehensive traffic and parking study for an off-street bicycle/pedestrian trail on Bernardo Avenue for Study Segment 2 (Fremont Avenue to Homestead Road). If the traffic study indicates that an off-street facility is desirable as determined by the Sunnyvale City Council, then proceed to seek grant funding for trail master planning, environment review and potential construction of Study Segment 2.

Staff Recommendations

3. Collaborate with Cupertino and Los Altos to seek out grant funding for the master planning, environmental review, and construction of Study Segment 3 (Homestead Road to Stevens Creek Boulevard) improvements at Homestead Road (i.e., the Homestead Road bridge widening or Homestead Road pedestrian/bike bridge).

4. Support our regional partners as they pursue funding for closing the gap for the Stevens Creek Trail between Mountain View and Cupertino.

Staff Recommendations

5. In an effort to achieve the regional goal of extending the SCT the City will support and adopt the following policies as identified in the JCWT recommendation summary:
- a. All trail projects should try to improve habitat values in and around Stevens Creek.
 - b. Existing public lands near Stevens Creek should be maintained as public land to preserve habitat and future trail opportunities.
 - c. Continue collaboration with regional partners for extension of the SCT and support the alignment of a Stevens Creek Boulevard spur trail connection to Rancho San Antonio County Park.

Commission Review

Parks and Recreation Commission (Nov. 1, 2015)

- Voted 4 – 0 to support the staff recommendation

Bicycle and Pedestrian Advisory Commission (Nov. 19, 2015)

- Voted 6 – 0 to support staff recommendation with amendments
 - Alternative 2(a) – Delete phasing requirement for the Bernardo Ave. Traffic Study
 - Alternative 5(c) – Add support for the spur trail connection to Ranch San Antonio Park

Joint Cities Coordinated Stevens Creek Trail Feasibility Study



QUESTIONS ??

Stevens Creek Trail Plans

Joint Cities Coordinated Stevens Creek Trail Feasibility Study



- 1961 Stevens Creek Park Chain – Santa Clara County
- 1980 A Plan of Opportunities – SCVWD, MROSD and Mountain View
- 1991 Stevens Creek Trail and Wildlife Corridor – Mountain View
- 2002 SCT, Reach 4, Segment 2 – Mountain View
- 2006 Stevens Creek Corridor Park Master Plan and Restoration Plan – Cupertino
- 2008 Stevens Creek Trail Feasibility Study – Los Altos
- 2015 Joint Cities Coordinated Stevens Creek Trail Feasibility Study

Study Parameters

- Investigate Public Lands and Right-of-Ways
- Protect Environmentally Sensitive Habitats
- Seek Routes that Accommodate Bicycling Skill Levels of SCT Users
 - Beginner Bicyclists
 - Trail Separated from Traffic to Maximum Extent
 - Multi-use Route for Pedestrians and Bicyclists
- Develop “Direct” Routes that Close the Trail Gap
- Connect the Trail to Parks, Schools, Shopping and the On-Street Ped/Bike System



Opening of the Dale/Heatherstone Overpass spanning Highway 85 - June 2012

Segment 4 – Connection to Rancho San Antonio Park

