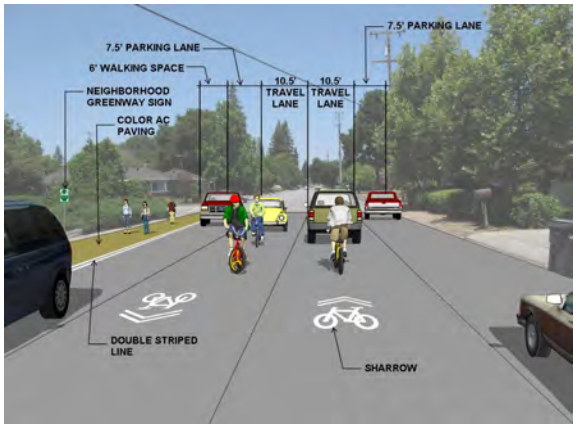
Joint Cities Coordinated
Stevens Creek Trail Feasibility Study



Prepared for:
Cities of Sunnyvale, Cupertino, Los Altos and Mountain View and Santa Clara Valley Water District

In conjunction with:
Joint Cities Working Team
Citizens Working Group

September 2015

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Prepared by:
Sokale Environmental Planning
Hill Associates
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Cotton, Shires and Associates

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Thank you to all who have participated in the preparation of the Joint Cities Coordinated Stevens Creek Trail Feasibility Study. The investigation was completed under the direction of the Joint Cities Working Team and guidance of the Citizens Working Group. Community members provided comments that helped shape the recommendations prepared by the Citizens Working Group and Joint Cities Working Team.

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Illustrations

Figures

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This feasibility report explores the potential for extending the Stevens Creek Trail through the cities of Sunnyvale, Cupertino, Los Altos and Mountain View. The study evaluated the technical feasibility of developing bicycle and pedestrian facilities along approximately four miles of creek corridor and surrounding city streets. The goal of the study was to assess the feasibility of a wide range of potential alignments that could close the gap in the trail between the Dale/Heatherstone pedestrian overcrossing in Mountain View and Stevens Creek Boulevard in Cupertino.

The study area boundaries extend from Heatherstone Way to the north, Mary Avenue to the east, Grant Road to the west and to Stevens Creek Boulevard to the south. The study area also includes the open space lands along Stevens Creek Boulevard and adjacent to Rancho San Antonio County Park in Cupertino.

The four cities initiated this study and have worked collaboratively to identify options to complete the Stevens Creek Trail. Goals and policies regarding the development of the Stevens Creek Trail have been integrated into the long-range planning documents of all the cities. The trail could provide access to eleven city parks, two regional parks and open space preserves, 16 K-12 schools and DeAnza College. The trail currently connects to the San Francisco Bay Trail and the Bay Area Ridge Trail providing access to other regional open space lands. The trail also provides access to Caltrain and Light Rail in downtown Mountain View providing opportunities for multi-modal commuting.

The feasibility study determined that a variety of routes and facility types are feasible through the four cities, but challenges are associated with each alignment. This feasibility study assessed the potential for developing the routes against a variety of adopted design guidelines for bicycle and pedestrian facilities and by establishing criteria to measure land availability, habitat sensitivity and roadway and creek crossings. The report provides decision makers with an assessment of the technical feasibility for extending the trail by identifying potential alignments and conceptual engineering solutions.

The feasibility study is the first step in a trail planning process. The feasible alignments provide a range of choices for decision makers to consider for completing the trail through the four cities. The next step would involve the development of a trail master plan, which would be evaluated under the California Environmental Quality Act (CEQA). All future trail planning and environmental review will provide opportunities for public involvement.

The study area was divided into four study segments to facilitate the presentation of the feasibility findings. The segments vary by length and begin and end at city streets. The four study segments include *(See Maps 9-12 – Alignment Maps)*:

- Study Segment 1: Dale Avenue/ Heatherstone Way to Fremont Avenue
- Study Segment 2: Fremont Avenue to Homestead Road
- Study Segment 3: Homestead Road to Stevens Creek Boulevard
- Study Segment 4: Trail Connections to Rancho San Antonio County Park via Stevens Creek Boulevard

The feasibility report consists of seven chapters. An introductory page precedes each chapter and describes the specific content.

Chapter 1 – Purpose and Benefits describes the purpose, provides an overview of the study area, summarizes the history and current status of trail planning, introduces the adopted pedestrian and bicycle transportation goals and policies of the four cities, discusses the feasibility study methodology and details the significance and benefits of the trail to the community.

Chapter 2 – Feasibility Criteria and Existing Conditions describes criteria used to evaluate the feasibility for connecting the Stevens Creek Trail along city streets and through open space lands along the stream corridor. Land availability, habitat sensitivity, roadway and creek crossings were evaluated within the creek corridor. Roadway width, traffic volume and speed, roadway intersections and pedestrian and bicycle collision history were evaluated for on-street routes. This chapter also defines the types of pedestrian and bicycle facilities and engineered structures evaluated for the trail.

Chapter 3 – Alignment Options provides an introduction to the feasible alignments for completing the trail through the four cities. These alignments represent complete routes through the four cities, but do not represent every feasible segment or type of facility studied *(See Map 8 – Alignment Options Map).*

Chapter 4 – Pedestrian/Bicycle Paths details the feasible pedestrian/bicycle paths. These routes most closely approximate the trail user experience present in the constructed sections of the trail in Mountain View and Cupertino. The assessments of land availability, habitat sensitivity and roadway, creek and on-street crossing feasibilities are highlighted for each feasible alignment. These routes provide for the exclusive use of pedestrians and bicyclists and minimize roadway crossings. Pedestrian/bicycle paths are feasible both in the open space parcels along the creek and within the public right-of-way of a few streets. This chapter also describes the engineered structures needed for the routes.

Chapter 5 – On-Street Routes describes the feasible on-street bicycle and pedestrian facilities. Roadway width, traffic volume and speed, roadway intersections and pedestrian and bicycle collision history were evaluated for on-street routes to determine the opportunities and constraints. This feasibility study reviewed a wide range of on-street routes and identifies the types of bicycle and pedestrian facilities that are feasible on each street.

Chapter 6 – Development Challenge provides unit cost estimates for constructing on-street bicycle and pedestrian facilities and preliminary budget estimates for constructing pedestrian/bicycle path segments. This chapter also identifies six areas along the pedestrian/bicycle path alignments where acquisition of land or easements would facilitate construction.

Chapter 7 – References identifies reports, plans, studies, databases, ordinances, maps and record drawings reviewed in the preparation of the feasibility report. This chapter also identifies all persons contacted during the study.