Meeting Type and Content in Chronological Order	**Meeting Date**
Citizens Working Group #1 – Kick-off & Review of Existing Conditions	Nov. 1, 2012
Joint Cities Working Team #1 – Review of Existing Conditions	Nov. 12, 2012
Public Meeting #1 *Study Introduction, Existing Conditions & Gather Input on Alignments*	*Nov. 14, 2012*
Citizens Working Group #2 – Preliminary Trail Alignments and Crossings	Dec. 6, 2012
Joint Cities Working Team #2 – Preliminary Trail Alignments and Crossings	Dec. 10, 2012
Citizens Working Group #3 – Universe of Trail Alignments, Part 1, Agency Input and Refined Crossings Solutions	Jan. 10, 2013
Joint Cities Working Team #3 – Universe of Trail Alignments, Part 1, Agency Input and Refined Crossings Solutions	Jan. 14, 2013
Public Meeting #2 *Dale/Heatherstone to Homestead Road:* *Universe of Trail Alignments and Crossing Options* *Public Survey of Northern Alignments*	*Jan. 30, 2013*
Citizens Working Group #4 – Universe of Trail Alignments, Part 2	Feb. 7, 2013
Joint Cities Working Team #4 – Universe of Trail Alignments, Part 2	Feb. 11, 2013
Public Meeting #3 *Homestead Road to Stevens Creek Blvd. with Connections to Rancho San Antonio County Park: Universe of Trail Alignments and Crossing Options* *Public Survey of Southern Alignments*	*Feb. 25, 2013*
Citizens Working Group #5 – Review of Community Feedback	Mar. 7, 2013
Joint Cities Working Team #5 – Review of Community Feedback	Mar. 11, 2013
Citizens Working Group #6 – Review of Community Feedback Wrap-up and Trail Segments and Ranking Criteria	May 2, 2013
Joint Cities Working Team #6 – Review of Community Feedback Wrap-up and Trail Segments and Ranking Criteria	May 13, 2013
Los Altos Public Meeting - SCT Feasibility Study: A Review and Update	*Jun. 18, 2013*
Citizens Working Group #7 – Draft Study Route Options – Descriptions and Rankings	Sept. 5, 2013
Joint Cities Working Team #7 – Draft Study Route Options – Descriptions and Rankings	Sept. 9, 2013

Meeting Type and Content	Meeting Date
Citizens Working Group #8 – Refined Route Descriptions and Cost Estimates	Oct. 3, 2013
Joint Cities Working Team #8 – Refined Route Descriptions and Cost Estimates	Oct. 14, 2013
Public Meeting #4 *Dale/Heatherstone to Fremont: A Focus on Creek Corridor Options*	*Nov. 14, 2013*
Citizens Working Group #9 – Trail Routes Wrap Up	May 1, 2014
Joint Cities Working Team #9 – Trail Routes Wrap Up	May 12, 2014
Joint Cities Working Team #10 – Project Reorientation	March 18, 2015
Citizens Working Group #10 - Project Reorientation	March 25, 2015
Joint Cities Working Team #11 – Preparation for Public Meetings	April 20, 2015
Citizens Working Group #11 - Technical Comments	May 7, 2015
Public Meeting #5 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*May 21, 2015*
Public Meeting #6 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*June 1, 2015*
Public Meeting #7 *Draft Joint Cities Coordinated Stevens Creek Trail Feasibility Report: Public Input Meeting*	*June 8, 2015*
Citizens Working Group #12 – Alignment Recommendations	June 17, 2015
Joint Cities Working Team #12 – Alignment Recommendations	July 20, 2015
Joint Cities Working Team #13 – Alignment Recommendations	July 24, 2015
Joint Cities Working Team #14 – Alignment Recommendations	August 5, 2015
Joint Cities Working Team #15 – Alignment Recommendations	August 21, 2015

OVERVIEW

Appendix B summarizes all of the routes investigated during the course of this study. The summary matrix combines pedestrian/bike pathways fully separated for automobile traffic and on-street pedestrian and bicycle facilities. The study segment and routes, improvement options evaluated along each route and the opportunities and constraints associated with each site are highlighted in the summary matrix. A feasibility assessment is provided for all routes. Issues to be addressed at the trail master plan or design phase are provided for routes deemed to be technically feasible, likely feasible or potentially feasible. The rationale is provided for routes determined to be technically infeasible.

FEASIBILITY ASSESSMENT TERMS AND DEFINITIONS

Four terms are used to describe the feasibility of the studied routes. The terms include:

Feasible applies to routes that meet the minimum design criteria for trails and on-street pedestrian and bicycle facilities. These routes are in areas of adequate land availability as determined by ownership and width. If the route is along the creek corridor the alignment is assumed to pass hydraulic and geotechnical screening and have the potential to be combined with enhancement measures to improve wildlife habitat.

Likely Feasible routes meet the same criteria as feasible routes but are in more highly constrained areas of the corridor where the alignment is likely, but ability to pass hydraulic and geotechnical screening is uncertain. Likely feasible also applies to routes that require a reduction of travel lanes or parking from local roadways. These routes require a traffic study, but the conceptual designs meet city policies and guidelines for enhancing pedestrian and bicycle mobility.

Potentially Feasible identifies routing options, which based upon current circumstances, appear to be feasible, but future plans by other agencies may impact feasibility. Too few project details had been developed by the other agencies to fully assess these pedestrian and bicycle routes. In general, this designation is assigned to only a few routes that enter parcels owned by Caltrans or SCVWD.

Infeasible applies to routes proposed in areas of inadequate land availability as determined by ownership and width either within the creek corridor or along the roadways within the study area. Infeasible also applies to crossings of existing structures that could not be modified to support a trail for a range of reasons including engineering constraints, hydraulic limitations and lack of support by operating agencies. Infeasible also applies to streets routes that did not meet minimum design criteria.

FACILITY IMPROVEMENT DEFINITIONS

Appendix B uses the following feasibility report terms to describe the bicycle and pedestrian facilities evaluated along each route.

Pedestrian/Bike Path is a trail or path separated from auto traffic. These facilities are proposed in open space lands and parallel to roadways. A pedestrian/bike path is typically considered to be 10-feet wide with 2-foot shoulders on each side of the facility. Pedestrian/bike paths are intended to serve a wide-range of trail users with varying skill levels.

Bike Lanes are indicated on arterial and collector streets carrying average daily traffic of more than 4,000 vehicles per day. Bike lanes provide a striped lane in either direction on the roadway and require one-way bike travel. Bike lanes are assumed to be 6-feet wide unless otherwise noted in this report.

Signed Bike Routes are indicated on streets having low traffic volume as measured by average daily traffic of

typically less than 2,000 vehicles per day, and speeds no more than 25 mph, and limited width. Bike route signs and optional pavement markings are used to designate a street as a signed bike route. Bike routes are placed on streets with and without parallel parking.

Neighborhood Greenway is a signed bike route that includes neighborhood enhancements to manage vehicle speed and volume and prioritize bicycle traffic. Neighborhood greenways are identified on streets where the addition of roadway markings, corner curb bulb-outs with landscaping and other amenities are feasible within the roadway right-of-way.

Sidewalks are designated walking spaces along roadways. Sidewalks may be directly adjacent to the roadway curb or may include a planting strip that provides buffer to the roadway and an opportunity for street trees and landscaping. Sidewalk standards may vary by city.

ENGINEERED STRUCTURES

Engineered trail improvements include underpasses, overcrossings, tunnels, pedestrian bridges and at-grade street crossings. Several structures have been proposed throughout the trail alignments. In most cases, these engineered improvements retrofit existing roadway bridges and provide an opportunity for human-scale transportation.

Underpasses extend along the creek banks and cross beneath the roadways. The underpasses follow existing Santa Clara Valley Water District (SCVWD) maintenance access roads where feasible. The underpasses retrofit existing roadway bridges to provide grade-separated trail crossings. The in-channel underpasses are typically designed to handle bicyclists, pedestrians and light duty maintenance vehicles. Roadway underpass improvements are designed for bicyclists and pedestrians only. The adjacent roadway provides access for street maintenance.

Pedestrian Overcrossings (POC) span major roadways and exclusively serve bicyclists and pedestrians. The overcrossings are proposed when no opportunity exists to retrofit the existing roadway and where grade-separations are preferred for extending the grade-separated the Stevens Creek Trail. The overcrossings provide grade-separated trail crossings and are feasible at some highway and local streets locations.

Tunnels pass beneath roadways to provide grade-separated crossings. Tunnels were evaluated in areas where no opportunity exists to retrofit the existing roadway bridge.

Pedestrian/Bicycle Bridges are proposed to provide connections across the creek corridor to extend the trail and over the UPRR line to access Rancho San Antonio County Park from Stevens Creek Boulevard. Pedestrian/bicycle bridges are intended to be of equal width to the trail and to completely span the creek without need for in-channel support. This type of a structure is referred to as a clear span bridge. These bridges can also be designed to accommodate vehicle loading should a trail area require vehicle access.

At-Grade Street Crossings are proposed at junctions where the trail meets a roadway and at the intersections along the on-street routes. Several at-grade street crossings are proposed for modification. The at-grade street crossings are proposed at controlled intersections or require modifications to intersections that do not meet these criteria.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Dale/Heatherstone Pedestrian Overcrossing (POC) to Village Court – Segment Overview	**A variety of engineering solutions**	**Direct route to approx. 22 acres of publicly-owned open space**	**Caltrans and private property ownership, limited land availability along the top-of-bank, eroding creek banks**	**FEASIBLE: Easement needed from Caltrans or apartment complex, hydraulic analysis and geotech investigation**
• Corridor Route – Ramping Structure to At-Grade Trail inside soundwall Caltrans ROW	Ramping structure and at-grade trail inside freeway ROW.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	INFEASIBLE: Caltrans not supportive of trail within soundwall.
• Corridor Route – Ramping Structure to At-Grade Trail behind new soundwall in Caltrans ROW	Ramping structure and at-grade trail and new soundwall.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	FEASIBLE: Requires easement or acquisition from Caltrans and reconstruction of the soundwall.
• Corridor Route – At-Grade Trail punching through soundwall near Dale/Heatherstone POC to At-Grade Trail inside soundwall in Caltrans ROW	At-grade trail inside freeway ROW.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	INFEASIBLE: Caltrans not supportive of trail within soundwall.
• Corridor Route – At-Grade Trail punching through soundwall near Dale/Heatherstone POC to At-Grade Trail behind new soundwall in Caltrans ROW	At-grade trail and new soundwall.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed from Caltrans	FEASIBLE: Requires easement or acquisition from Caltrans and reconstruction of the soundwall.
• Corridor Route – At-Grade Trail through Heatherstone Apartments hugging soundwall	At-grade trail with improvements along edge of property	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Easement needed through apartment complex	FEASIBLE: Requires easement or acquisition from apartment complex.
• Combined Corridor and Neighborhood Streets Route – Pedestrian Bridge at Mockingbird Lane	City street bike/ped facilities to new bike/ped bridge at Mockingbird Lane.	Provides access to the corridor if pedestrian/bike path is infeasible between Dale/Heathertone POC and Mockingbird.	Narrow top-of-bank.	FEASIBLE: Hydraulic analysis and geotech investigation of bridge site.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Village Court to Permanente Creek Bypass – Segment Overview	**A range of engineering solutions**	**Direct, off-street route to approx. 22 acres of open space**	**SR 85 bridge with box culvert, limited top-of-bank, eroding creek banks, confluence with bypass channel**	**LIKELY FEASIBLE: Easement needed from Caltrans or apartment complex, Hydraulic Analyses and Geotech Investigation required**
• Corridor Route **–** Trail underpass beneath SR 85 opposite Diericx Drive	Trail underpass and ramps.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Box culvert bridge cannot be modified to pass flood flows and support a trail underpass.	INFEASIBLE: Box culvert cannot be modified.
• Corridor Route – Steel Truss pedestrian bridge to span creek parallel to SR 85 and structure slab trail on piles with curtain wall and geomorphic habitat enhancement to span narrow top-of-bank ledge and a second structure slab trail on piles to span the narrow bank at the Permanente Creek Bypass Channel	• 300 foot bike/ped bridge in two spans (180 and 120 feet each) parallel to SR85 • 100 foot structure slab trail on piles with curtain wall and geomorphic habitat enhancement at creek bottom • 350 foot structure slab trail on piles in bank behind existing secrete structure.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Steel Truss bridge passes through Caltrans ownership behind soundwall – Easement needed from Caltrans. Bank stability concerns at pinch points.	LIKELY FEASIBLE: Geotech and hydraulic analysis required, Requires easement or acquisition from Caltrans. Encroachment Permit and Design Review by Caltrans.
• Corridor and Neighborhood Streets Route – Pedestrian bridge to span creek at Mockingbird to access corridor plus structure slab trail on piles with curtain wall to span narrow top-of-bank ledge and a second structure slab trail on piles to span the narrow bank at the Permanente Creek Bypass Channel	• 90 foot bike/ped bridge at Mockingbird • 100 foot structure slab trail on piles with curtain wall and geomorphic habitat enhancement at creek bottom • 350 foot structure slab trail on piles in bank behind existing secrete structure.	Eliminates need to span the creek behind Village Court through narrow top-of-bank area.	Requires use of city streets to reconnect to the corridor – route more circuitous, but feasible. Bank stability concerns at pinch points.	LIKELY FEASIBLE: Geotech and hydraulic analysis required.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Permanente Creek Bypass to State Route (SR 85) – Segment Overview	**At-grade, meandering trail alignment past the pinch point at the Permanente Creek Bypass**	**Wide expanse of open space to support a trail**	**Narrow and eroding creek banks at pinch points**	**LIKELY FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans, Geotech and Hydraulic Analyses required**
• Corridor Route – At-grade trail to pedestrian overcrossing spanning SR 85 to Mountain View	• 1,150 foot POC spanning SR 85.	Mountain View owned parcel west of SR 85 provides landing area for POC ramp. Optional neighborhood access point at Remington Court with bike/ped bridge.	Conflicts with trailhead on Byrant – *Limited roadway width on Truman and Bryant to accommodate bike facilities with existing on-street school parking.*	FEASIBLE: Encroachment Permit and Design Review by Caltrans, Coordination with Mountain View High School.
• Corridor Route – At-grade trail to bike/ped bridge near Cal Water site to SCVWD maintenance road used to access the Fremont Drop Structure/Fish Ladder	• 150 foot bike/ped bridge spanning Stevens Creek upstream of the CalWater site.	Optional neighborhood access points at Remington Court with bike/ped bridge and Blackberry Terrace and Townsend Court.	Must maintain maintenance access to SCVWD Fremont Drop Structure/Fish Ladder, limited land availability on east bank and large oak trees to protect, invasive Arundo and Cape Ivy to remove.	FEASIBLE: Easement from SCVWD.
• Corridor Route – At-grade trail to bike/ped bridge near Townsend Court to SCVWD land adjacent to SR 85	• 150-foot bike/ped bridge spanning Stevens Creek to SCVWD land adjacent to Townsend Court.	Optional neighborhood access point at Remington Court with bike/ped bridge.	Limited land availability on east bank. PG&E Towers may limit bike/ped bridge placement. May be insufficient land to support both the trail underpass ramp and placement of the bike/ped bridge to Townsend Court on east bank.	INFEASIBLE: Insufficient land availability. Easement from SCVWD.
• Corridor Route – At-grade trail to bike/ped bridge parallel to SR 85 to pedestrian overcrossing spanning Fremont to Bernardo	• 135-foot bike/ped bridge spanning Stevens Creek parallel to SR 85.	Optional neighborhood access points at Remington Court with bike/ped bridge and Townsend Court.	Limited land availability on west bank adjacent to SR 85 immediately upstream of the Fremont Drop Structure/Fish Ladder.	LIKELY FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
State Route 85 (SR 85) to Fremont Avenue – Segment Overview	**Retrofit existing SR 85 bridge to accommodate trail underpass and ramps**	**Wide expanse of open space to support a trail**	**SR 85 and Fremont Avenue bridges, limited top-of-bank, eroding creek banks, power towers**	**FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans. Possible easement from 1195 West Fremont. Geotech and Hydraulic Analyses required**
• Corridor Route – Trail Underpass along east bank of SR 85 bridge with ramp curving upward to parallel Fremont Avenue Off-Ramp	Pedestrian/bike path along north side of Fremont and intersection improvements.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Seasonal underpass, “Cold Water Management Zone” for steelhead.	FEASIBLE: Easement from SCVWD and Encroachment Permit and Design Review by Caltrans, Geotech and hydraulic analysis required.
• Corridor Route – Trail Underpass along east bank of SR 85 bridge with ramp extending along top of bank at 1195 West Fremont Avenue	Pedestrian/bike path along north side of Fremont and intersection improvements. Provides for future grade-separated trail underpass at Fremont when roadway bridge is replaced.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Power towers, seasonal underpass, “Cold Water Management Zone” for steelhead.	FEASIBLE: Easements needed from SCVWD and 1195 West Fremont Avenue. Encroachment Permit and Design Review by Caltrans. Geotech and hydraulic analysis required.
• Corridor Route – Replace Fremont Avenue bridge with new structure that includes a trail underpass to access public land along Bedford to a street alignment	Complete bridge replacement with integrated trail underpass and ramps.	Fremont Avenue bridge is aging and will require replacement. Maintains pedestrian/bike path in the corridor separated from vehicle traffic.	Existing concrete arch bridge built in 1911 cannot be retrofit to accommodate trail underpass, power towers, “Cold Water Management Zone” for steelhead.	FEASIBLE: Only with complete roadway bridge replacement.
• Corridor Route – Trail Underpass along west bank of SR 85 bridge	Trail underpass and ramps.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic. Direct connection to Fremont Avenue.	Multiple parcels in private ownership. Inadequate land availability along top-of-bank, “Cold Water Management Zone” for steelhead.	INFEASIBLE: Lack of land.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Roadway Routes from Dale/Heatherstone Pedestrian Overcrossing (POC) to Fremont Avenue – Segment Overview	**On-street pedestrian and bicycle facilities**	**Existing pedestrian and bicycle facilities**	**Limited roadway widths, Requires loss of parking, School drop-off and pick-up, Some high volume streets**	**FEASIBLE: Existing on-street facilities**
• Neighborhood Streets Route – Franklin, Levin, St. Giles, Shady Spring, Bryant to Truman to Fremont	Neighborhood greenway on streets.	Low traffic volume and speed residential streets. Existing bike lanes on Bryant with plans to add bike lanes on Truman south of Oak.	Streets busy during school drop-off and pick-up. Limited roadway width on Truman and Bryant to accommodate bike facilities with existing on-street school parking.	INFEASIBLE: Limited roadway width and school parking needs.
• Neighborhood Streets Route – Heatherstone, Knickerbocker, Bernardo to Fremont	New bike lanes on Bernardo from Remington to Fremont, which requires loss of parking on one side of Bernardo south of Remington.	Low traffic volume and speed residential streets. Existing bike lanes on Knickerbocker and Bernardo to Remington.	*Requires loss of parking on one side of Bernardo south of Remington.* Fremont is a high volume street that serves SR 85.	FEASIBLE: Parking analysis of Bernardo. Crossing analysis of SR 85/Fremont for pedestrians and bicyclists.
• Neighborhood and Collector Streets Route – Heatherstone, Knickerbocker, Mary to Fremont	New bike lanes approved with Mary Avenue Street Space Allocation Study.	Bikes lanes approved with the Mary Avenue Street Space Allocation Study.	Mary is a high volume street farthest from the creek corridor. Fremont is a high volume street that serves SR 85.	FEASIBLE: Crossing analysis of SR 85/Fremont for pedestrians and bicyclists.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Fremont Avenue to Homestead Road – Segment Overview	**A variety of on-street routes and various opportunities for a pedestrian/bike path along Bernardo.**	**Low traffic volume and speed residential streets.**	**Homestead Road bridge, very few portions of the corridor in public ownership.**	**FEASIBLE: Traffic Study Required. Encroachment Permit and Design Review by Caltrans for POC options.**
• Neighborhood Streets Route – Greenway along Bernardo with at-grade crossings of Fremont and Homestead	Greenway street improvements.	Low traffic volume and speed street.	Streets busy during school drop-off and pick-up.	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route parallel to soundwall on Bernardo with at-grade crossings of Fremont and Homestead	Pedestrian/bike path parallel to the soundwall.	Extends pedestrian/bike path separated from traffic.	*Requires 1-way street or loss of parking.*	LIKELY FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route along soundwall with grade-separated crossings of Fremont and Homestead (north of roadway bridge)	Pedestrian/bike path parallel to the soundwall, POC at Fremont adjacent to SR 85 on-ramp, bridge over SR 85 parallel and north of Homestead Road, street improvements on Homestead to connect to Los Altos path.	Extends pedestrian/bike path with grade-separated crossings of roadways.	*Requires 1-way street or loss of parking.*	LIKELY FEASIBLE: Traffic study and geotech investigation required. Encroachment Permit and Design Review by Caltrans.
• Pedestrian/Bike Path Route parallel to soundwall on Bernardo with grade-separated crossings of Fremont and Homestead (south of roadway bridge and within Caltrans cloverleaf)	Pedestrian/bike path parallel to the soundwall, POC at Fremont adjacent to SR 85 on-ramp, POC over Homestead and SR 85 south of Homestead, inter-section improvements on Homestead.	Extends pedestrian/bike path with grade-separated crossings of roadways.	*Requires 1-way street or loss of parking.*	INFEASIBLE: POC south of Homestead Road in Caltrans ROW. Insufficient land and poor grades for structure.
• Pedestrian/Bike Path Route – Fallen Leaf to Homestead	Median running pedestrian/bike path along the center of Fallen Leaf.	Extends pedestrian/bike path.	*Requires use of entire 60-foot wide public ROW.*	INFEASIBLE: Requires full use of 60-foot wide public ROW. Restricts traffic movements.
• Neighborhood Streets Route – Fallen Leaf to Homestead	Greenway with walking space along the east side of Fallen Leaf or bike route street improvements.	Direct route on low volume and speed residential street.	Bike route alone would not accommodate pedestrians.	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path and Neighborhood Streets Route – Pedestrian/Bike Path through Sunnyvale open space land to Bedford to West Valley Elementary School to existing Pedestrian/Bike Bridge to Fallen Leaf Lane	Pedestrian/bike path parallel to the creek corridor and greenway or bike route on city streets.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic for short distance. Uses low volume/speed residential streets.	Streets busy during school drop-off and pick-up. Many route and trail type changes over a short segment of trail.	FEASIBLE: Coordination with West Valley Elementary School for shared use of property and pedestrian/bike bridge.
• Pedestrian/Bike Path and Neighborhood Streets Route – Pedestrian/Bike Path through Sunnyvale open space land to Bedford to West Valley Elementary School property to SCVWD property behind Brookside Oaks Apartments	Pedestrian/bike path parallel to the creek corridor and greenway or bike route on city streets.	Maintains pedestrian/bike path in the corridor separated from vehicle traffic for short distance. Uses low volume and speed residential streets.	Streets busy during school drop-off and pick-up. Many route and trail type changes over a short segment of trail.	INFEASIBLE: Inadequate land availability behind Brookside Oaks Apartments,Coordination with West Valley Elementary School for shared use of property and pedestrian/bike bridge.

-- CONTINUED -- **Fremont Avenue to Homestead Road – Segment Overview**	**A variety of on-street routes and various opportunities for a pedestrian/bike path along Bernardo.**	**Low traffic volume and speed residential streets.**	**Homestead Road bridge, very few portions of the corridor in public ownership.**	**FEASIBLE: Traffic Study Required. Encroachment Permit and Design Review by Caltrans for POC options.**
• Neighborhood Streets Route – Belleville	Bike lanes and intersection improvements.	Direct route on low volume and speed residential street. Would directly link with corridor path extending along SR 85 off-ramp.	Streets busy during school drop-off and pick-up. Limited roadway width on Belleville to accommodate bike facilities with existing on-street parking. *Requires loss of parking to extend bike lanes.*	FEASIBLE: Traffic study required.
• Pedestrian/Bike Path Route along north side of Fremont Avenue and both the east and north sides of Grant Road	Pedestrian/bike path parallel to city streets with 2 intersections, 12 side streets, 2 cul de sacs and driveways to the Woodland Branch Library and Lucky Supermarket intersecting the path.	Extends pedestrian/bike path within existing street right-of-way with at-grade crossings of roadways and intersections.	Improvements result in the loss of the westbound bicycle lane on Fremont and northbound bicycle lane on Grant. These lanes are integrated into the 10-12-foot wide path in an effort to preserve some trees in the undeveloped right-of-way.	FEASIBLE: Traffic study needed to assess loss of bicycle lanes and intersection impacts.
• Neighborhood Streets Route – Bernardo, The Dalles to Samedra, Homestead to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Greenway street and intersection improvements.	Takes advantage of Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Route is more circuitous and requires short jog on Homestead.	FEASIBLE: Traffic study required.
• Neighborhood Streets Route – Mary to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Bike lanes as based on the Mary Avenue Street Space Allocation Study.	Takes advantage of Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	*Requires loss of a travel lane to extend bike lanes.*	FEASIBLE: Only with reduced number of traffic lanes.
• Neighborhood Streets Route – Mary to Don Burnett Bicycle-Pedestrian Bridge to Stevens Creek Blvd.	Median running path on Mary.	Extends pedestrian/bike path.	*Requires loss of a travel lane and bike lanes in exchange for median running path. May restrict turning movements for vehicles.*	INFEASIBLE: In conflict with Mary Avenue Street Space Allocation Study.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Interstate 280 (I-280) Crossings – Segment Overview	**Two potentially feasible grade-separated crossing of Interstate 280 and UPRR that would require use of residential streets near the creek corridor.**	**Most direct route to the Stevens Creek Corridor Park and trail connection on Stevens Creek Blvd. in Cupertino.**	**Limited portions of the corridor in public ownership, significant grade changes, UPRR operation, access to crossings on residential streets.**	**POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans.**
• Barranca to Peninsular to Somerset Park	Pedestrian Overcrossing (POC) spanning I-280.	Spans I-280.	PG&E power tower proximity. Neighborhood has incomplete sidewalks for pedestrians.	POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans. Aerial Easement from UPRR.
• Maxine to Caroline to Madera	Pedestrian Overcrossing (POC) spanning Interstate 280 and UPRR.	Connects directly with the trail at Stevens Creek Blvd. Spans both I-280 and UPRR.	PG&E power line proximity. Neighborhood has incomplete sidewalks for pedestrians.	POTENTIALLY FEASIBLE: Coordination with SR85/I280 Interchange Improvements to fully assess future feasibility. Encroachment Permit and Design Review by Caltrans. Aerial Easement from UPRR.
• SCVWD lands to Madera	Pedestrian Overcrossing (POC) spanning I-280 and UPRR.	Connects directly with the trail at Stevens Creek Blvd. Spans both I-280 and UPRR.	Difficult topography with challenging grade changes. PG&E power towers challenges. Long angled POC span needed.	INFEASIBLE: Inadequate land availability due to topography and PG&E towers. Poor POC geometrics unlikely to be approved by Caltrans.
• SCVWD lands to Groveland	Pedestrian Overcrossing (POC) spanning I-280 and UPRR.	Shortest POC span providing access to elementary school and Varian Park.	Difficult topography with challenging grade changes. PG&E power towers obstruct POC landing.	INFEASIBLE: Inadequate land availability at Groveland due to PG&E towers.
• Use of Existing Tunnels	Trail underpass and access ramps passing beneath I-280 and UPRR.	Use of existing at-grade crossing of I-280 and UPRR.	Inadequate land availability to the south. Very long, remote stretch of corridor. Difficult topography with challenging grade changes. Frequent flooding.	POTENTIALLY FEASIBLE: Requires additional land. Requires easements and design support from SCVWD, Caltrans and UPRR.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Interstate 280 (I-280) to Stevens Creek Blvd. – Segment Overview	**Two likely feasible connections on existing streets**	**Most direct routes require new POC. Other options would improve conditions on existing roadways for pedestrians and bicyclists.**	**Use existing facilities requires travel on high volume/speed roadways that also serve as truck routes and traversing the hills on Stevens Creek Blvd.**	**FEASIBLE: Traffic Operations and Queuing Analysis for I-280 Interchange Improvements. Encroachment Permit and Design Review by Caltrans for POC and I-280 Interchange and Path Improvements along Foothill**
• Neighborhood Streets Route – Madera to Phar Lap to Stevens Creek Corridor Park	Greenway street and intersection improvements.	Direct alignment to Stevens Creek Trail connection on Stevens Creek Blvd.	Requires POC connection over I-280 and UPRR. Neighborhood has incomplete sidewalks.	POTENTIALLY FEASIBLE: Requires POC connection over I-280 and UPRR.
• Neighborhood Streets Route – Stokes, Dempster to Peninsula to Stevens Creek Blvd.	Greenway street and intersection improvements.	Close access to Stevens Creek Trail connection on Stevens Creek Blvd.	Requires POC connection over I-280. Must traverse hill to the east on Stevens Creek Blvd. to reach trail connection. Stevens Creek Blvd. is a truck route.	POTENTIALLY FEASIBLE: Requires POC connection over I-280.
• Arterial Streets Route – Mary to Stevens Creek Blvd.	Bike lanes as based on the Mary Avenue Street Space Allocation Study.	Takes advantage of improvements to Mary Avenue and existing Don Burnett Bicycle-Pedestrian Bridge.	Must pass DeAnza College, navigate traffic entering/exiting SR85 and traverse steep hill to the east on Stevens Creek Blvd. to reach trail. Stevens Creek Blvd. is a truck route. Traffic speed, volume and uncontrolled turning movements.	INFEASIBLE: Route exists, but not suitable for beginner bicyclists and families. Traffic Study for Intersection Improvements.
• Arterial Streets Route – Foothill Expressway to Foothill Blvd. to Stevens Creek Blvd.	Use in current condition.	Uses existing bike lanes on Foothill Blvd.	Must navigate high volume and speed traffic on Foothill Expwy entering and exiting I-280 and traverse very steep hill to the west on Stevens Creek Blvd. to trail. Expwy has incomplete pedestrian facilities. Roadways are truck routes.	INFEASIBLE: Does not provide a ped/bike experience appropriate for all trail user abilities.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to Foothill Blvd. to Stevens Creek Blvd.	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange and I-280 bridge underpass.	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Uses existing bike lanes on Foothill Blvd.	Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280 and traverse very steep hill to the west on Stevens Creek Blvd. to reach trail connection. Roadways are truck routes.	LIKELY FEASIBLE: Traffic operations and queuing analysis required. Encroachment Permit and Design Review by Caltrans.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to Tunnel in cloverleaf extending beneath Foothill to ped/bike bridge over UPRR to Baxter	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange, I-280 bridge underpass, tunnel below Foothill and ped/bike bridge to Baxter	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Connects to neighborhood streets	Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280. Roadways are truck routes.	INFEASIBLE: Inadequate land availability for tunnel ramping and ped/bike bridge landing.
• Arterial Streets and Pedestrian/Bike Path Route – Foothill Expressway Path extending below I-280 to ramp in cloverleaf extending Cristo Rey	Pedestrian/bike path, reconfiguration of I-280/Foothill interchange, I-280 bridge underpass, ramp in cloverleaf to Caltrans, UPRR, SCVWD and CalWater properties.	Potential to improve existing conditions for pedestrians, road cyclists and trail users along the Expressway. Uses existing bike lanes on Foothill Blvd.	Very remote, circuitous route. Grade changes. Must cross Foothill Expressway to join parallel pedestrian/bike passing beneath I-280. Truck routes.	INFEASIBLE: Lacks support from property owners.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Stevens Creek Blvd. Crossings – Segment Overview	**Several grade-separated crossing locations of Stevens Creek Blvd. remain under study.**	**May provide direct access into Stevens Creek Corridor Park. Wide ROW to the east on Stevens Creek Blvd.**	**Sensitive floodplain habitat, significant grade changes and numerous utilities in Stevens Creek Blvd.**	**POTENTIALLY FEASIBLE: These sites for a tunnel crossing have been preliminarily identified as potentially feasible.**
• Tunnel west of Stevens Creek connecting to Stevens Creek Corridor Park (22120 Stevens Creek Blvd., 'Stocklmeir Ranch' property)	Tunnel and ramps.	Grade-separated direct connection to existing trail at Stocklmeir Ranch.	Difficult topography with challenging grade changes. Sensitive floodplain habitat. Fewer utilities.	POTENTIALLY FEASIBLE: Remains under study.
• Tunnel east of Stevens Creek starting at the sidewalk west of Phar Lap along the north side of Stevens Creek Blvd. connecting to 22050 Stevens Creek Blvd. property	Tunnel and ramps.	Takes advantage of recent addition of 22050 Stevens Creek Blvd. to city ownership.	Better grades, but more utilities.	POTENTIALLY FEASIBLE: Remains under study.
• Tunnel east of Stevens Creek starting at the sidewalk east of Phar Lap along the north side of Stevens Creek Blvd. connecting to 22050 Stevens Creek Blvd. property	Tunnel and ramps.	Takes advantage of recent addition of 22050 Stevens Creek Blvd. to city ownership.	Better grades, but more utilities.	POTENTIALLY FEASIBLE: Remains under study.

STUDY SEGMENT AND ROUTES	IMPROVEMENTS OPTIONS EVALUATED	OPPORTUNITIES	CONSTRAINTS	FEASIBILITY ASSESSMENT AND ISSUES TO RESOLVE
Trail Connection to Rancho San Antonio County Park – Segment Overview	**A ped/bike bridge to provide a grade-separated crossing of UPRR.**	**Provides auxiliary access and trailhead parking to Rancho San Antonio County Park.**	**UPRR Crossing, County Roads and Airports and UPRR ownership, challenges with grades. Must maintain Gate of Heaven access.**	**FEASIBLE: A crossing of the UPRR tracks is feasible with a ped/bike bridge. Requires County Roads and Airports and UPRR land. Aerial Easement from UPRR. Geotech Investigation.**
• At-grade crossing of UPRR from Stevens Creek Blvd. to Rancho San Antonio County Park	Use existing at-grade crossing to Gate of Heaven Cemetery and historic Hammond-Snyder house.	Uses existing facilities.	UPRR Crossing, County Roads and Airports and UPRR ownership, challenges with grades. Must maintain Gate of Heaven access.	INFEASIBLE: UPRR not supportive of additional use at the Gate of Heaven grade crossing.
• Grade-separated crossing of UPRR from Stevens Creek Blvd. to Rancho San Antonio County Park	Ped/bike bridge and ramps spanning UPRR.	Connects to existing on-street bike facilities and trails within Rancho San Antonio County Park	Difficult topography with grade changes. UPRR Crossing. County Roads and Airports and UPRR ownership. Must maintain Gate of Heaven access. Earthquake fault in vicinity.	FEASIBLE: Requires County Roads and Airports and UPRR land. Aerial Easement from UPRR. Geotech Investigation.
• Trail Staging Area off Stevens Creek Blvd.	Trail staging area with restrooms and trail amenities.	Connects to existing on-street bike facilities.	County Roads and Airports and UPRR ownership. Must maintain Gate of Heaven access.	FEASIBLE: Requires County Roads and Airports and UPRR land.

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