

Chapter 3 provides a summary of the feasible alignments for completing the trail through the four cities. These alignments have been developed to provide a range of choices for decision makers to consider. Each alignment offers different benefits to the communities. The routes range from a pedestrian/bicycle pathway separated from traffic that is nearly complete from the Dale/Heatherstone pedestrian overcrossing to the trail connection at Stevens Creek Boulevard in Cupertino to an all city street alignment. Several alignments that combine the creek corridor path and city street facilities are also feasible. Each of these routes is introduced in this chapter. These alignments represent complete routes through the four cities, but do not represent every feasible segment or type of facility studied. Chapter 4 – Pedestrian/Bicycle Paths and Chapter 5 – On-street Routes provide greater detail about these feasible alignments and the associated engineering concepts and other feasible segments. Chapter 6 – Development Challenge provides unit costs and budget estimates for developing the feasible routes.

Appendix B – Summary of Studied Routes provides a matrix of all the routes evaluated for the feasibility study including both feasible and infeasible alignments. The summary combines all the pedestrian/bike paths and on-street routes into a chart that presents the alignments from north to south. The study segments, routes and improvement options evaluated along each alignment and the opportunities and constraints associated with each site are highlighted in the matrix. A feasibility assessment is provided for all routes.

The purpose of the feasibility study is to identify the potential alignments and costs associated with completing the Stevens Creek Trail through the study area. The identification of alignments in this feasibility study should not be interpreted as routes approved by the four cities or imply future actions by the four cities to develop the routes described in this study. This feasibility study is intended to provide decision makers with an assessment of the

technical feasibility for extending the trail. The four cities may opt to give further consideration to any of these routes or portions of the routes contained in this report. Many of these routes have technical challenges similar to other successfully completed segments of the Stevens Creek Trail in Mountain View and Cupertino. Any of the routes or segments identified by decision makers for further consideration would require additional investigations that may include a trail master plan, traffic studies for selected areas, geotechnical investigations for engineered structures and hydraulic modeling for trail features within the floodplain. Any route or segment considered for development would also require environmental review under the California Environmental Quality Act (CEQA).

The complete alignments identified for extending the trail through the four cities include (*See Map 8 – Alignment Options Map*):

- ◆ Creek Corridor/Bernardo Avenue Path
 - Connecting to Foothill Boulevard
 - Connecting to I-280 Overcrossing
- ◆ Creek Corridor Path to City Streets
 - Fremont Avenue/Grant Road Option
 - Fallen Leaf Lane Option
 - Belleville Way Option
- ◆ Partial Creek Corridor Path to Remington Drive and Mary Avenue
- ◆ All City Streets Route along Heatherstone Way, Knickerbocker Drive and Mary Avenue

CREEK CORRIDOR/BERNARDO AVENUE PATH

The Creek Corridor/Bernardo Avenue Path would extend along the west side of Stevens Creek between the State Route 85 soundwall and the stream corridor from the Dale/Heatherstone pedestrian overcrossing to Fremont Avenue and adjacent to the soundwall along Bernardo Avenue from Fremont Avenue to Homestead Road (*See Map 8 – Alignment Options Map*). The path would extend through 22 acres of open space that is currently inaccessible to the public. This study determined that a pedestrian/bicycle path would require a change in the allocation of street space on Bernardo Avenue. The roadway would either become a one-way street or be maintained as a two-way street with significantly less on-street parking to support a pedestrian/bicycle path separated from automobile traffic.

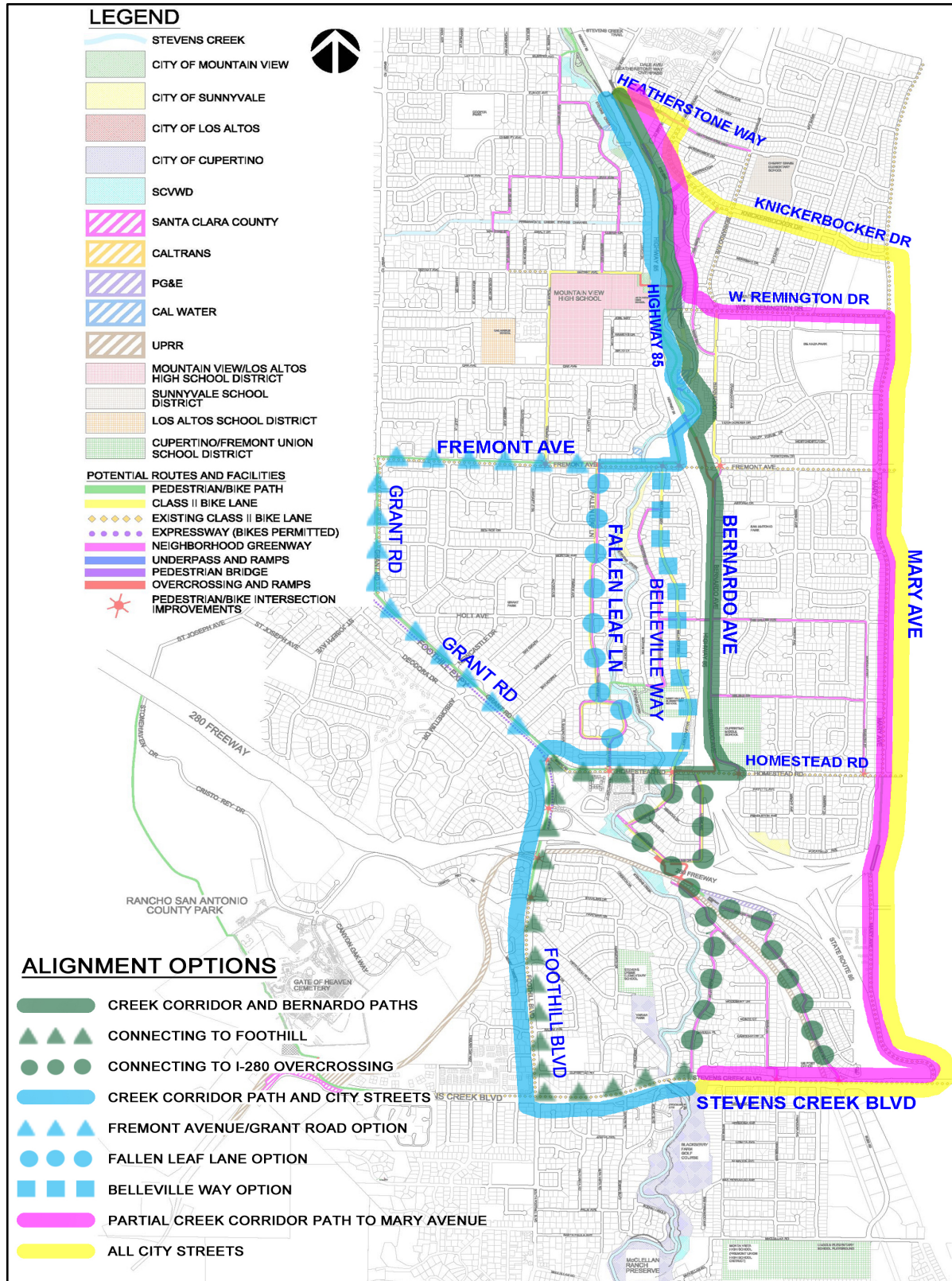
This 2.45-mile pedestrian/bicycle path could be completely separated from traffic along this route with the addition of a pedestrian overcrossing at Fremont Avenue and a crossing of State Route 85 at Homestead Road. A pedestrian overcrossing at Fremont Avenue may be feasible using excess Caltrans right-of-way along the State Route 85 northbound on-ramp at Fremont Avenue. A pedestrian overcrossing supported by piers would extend along the property line of the northbound on-ramp, span Fremont Avenue and touch down in a Sunnyvale-owned parcel adjacent to Bernardo Avenue. At Homestead Road the existing bridge crossing State Route 85 could be widened to provide a separate path for pedestrians and bicyclists or a new pedestrian/bicycle bridge could be installed parallel to the Homestead Road bridge. Either crossing option would connect to the path extending along the soundwall on Bernardo Avenue to the new pedestrian/bicycle path on the north side of Homestead Road in Los Altos. This route provides a continuous grade-separated trail free from vehicular cross traffic from the Dale/Heatherstone pedestrian overcrossing to Homestead Road. The route could also be maintained

at-grade through the Bernardo/Fremont intersection.

Connecting to Foothill Boulevard

The Creek Corridor/Bernardo Avenue Path could connect to Foothill Boulevard via the path on Homestead Road through Los Altos to a short pedestrian/bicycle path on the west side of Foothill Expressway. This path would parallel the expressway from the intersection of Homestead Road/Vineyard Road and Foothill Expressway to the intersection of Starling Drive/Cristo Rey Drive with Foothill Boulevard. The path would use Caltrans and Santa Clara County Roads & Airports Department excess expressway right-of-way and pass beneath Interstate 280. The route would link the new pedestrian/bicycle path extending along the north side of Homestead Road to existing bicycle lanes on Foothill Boulevard.

This trail concept requires squaring up and controlling traffic at the Interstate 280/Foothill Interchange, widening and reconstructing the southbound travel lanes of Foothill Expressway through modifications to the Caltrans bridge and extending a pedestrian/bicycle path along the west side of Foothill Expressway. At Starling Drive/Cristo Rey Drive pedestrians and bicyclists would be guided to existing bicycle lanes and sidewalks on Foothill and Stevens Creek Boulevards. Foothill Expressway, Foothill Boulevard and Stevens Creek Boulevard serve as truck routes, which also provide access to the quarry operations in the Santa Cruz Mountains above Cupertino. The Foothill Boulevard connection requires pedestrians and bicyclists to navigate these high traffic volume/speed streets and to traverse the steep hill on Stevens Creek Boulevard to reach to the existing trail that extends through Blackberry Farm Park to Stevens Creek Boulevard.



Map 8 – Alignment Options Map.

Connecting to I-280 Overcrossing

The Creek Corridor/Bernardo Avenue Path could connect to Cupertino via a new grade-separated crossing of Interstate 280. Two locations north of the I-280/SR85 Interchange may provide technically feasible options for a pedestrian overcrossing. These locations include Peninsular Avenue to Somerset Park and Caroline Drive to Madera Drive. These routes require use of very low-density residential streets in neighborhoods without any through traffic. These neighborhoods back up to Interstate 280. The Peninsular Avenue to Somerset Park route would connect to Stevens Creek Boulevard via Peninsula Avenue located just east of the Union Pacific Railroad line near the US Post Office in Cupertino. The Caroline Drive to Madera Drive route would span both Interstate 280 and the Union Pacific Railroad (UPRR) line connecting to Stevens Creek Boulevard via Phar Lap Drive. The Interstate 280 overcrossing would provide a more direct connection to Blackberry Farm Park and eliminate the need to use the higher traffic volume/speed collectors and arterials.

CREEK CORRIDOR PATH TO CITY STREETS

The Creek Corridor Path extends south approximately 1.35 miles through the 22 acres of open space land adjacent to creek from the Dale/Heatherstone pedestrian overcrossing to Fremont Avenue to connect to bicycle and pedestrian facilities extending along city streets. The pedestrian/bicycle path would connect to Fremont Avenue via a trail underpass on the south side of the State Route 85 bridge. The path would emerge from the trail underpass and parallel the State Route 85 Fremont Avenue southbound off-ramp. This option maintains a grade-separated path to Fremont Avenue and provides a connection to the Fremont Avenue/Grant Road pedestrian/bicycle path and other city street alignments.

Fremont Avenue/Grant Road Option

The Creek Corridor Path could link with a proposed 10-foot wide path that would be constructed within the existing right-of-way of Fremont Avenue and Grant Road. This pedestrian/bicycle path jogs west on Fremont Avenue and then extends south and southeast on Grant Road for approximately two miles to connect to Foothill Expressway at Homestead Road/Vineyard Drive. Twelve side streets, two cul de sacs and the driveways to the Woodland Branch Library and Lucky Supermarket intersect the proposed two-mile path. The route could then connect to Foothill Boulevard via the proposed pedestrian/bicycle path on the west side of Foothill Expressway from Homestead Road/Vineyard Drive to Starling Drive/Cristo Rey Drive. At Starling Drive/Cristo Rey Drive pedestrians and bicyclists would be guided to existing bicycle lanes and sidewalks on Foothill and Stevens Creek Boulevards. This route also requires pedestrians and bicyclists to navigate high traffic volume/speed streets that serve as truck routes and to traverse the steep hill on Stevens Creek Boulevard to reach to the existing trail that extends through Blackberry Farm Park to Stevens Creek Boulevard.

Fallen Leaf Lane Option

The Creek Corridor Path could also connect to Fallen Leaf Lane. The public right-of-way on Fallen Leaf Lane is 60 feet wide of which 42 feet is developed as a paved roadway. Fallen Leaf Lane has no sidewalks. A bike route or neighborhood greenway is feasible within the existing 42-foot paved roadway. On Fallen Leaf Lane there is adequate paved roadway width to develop a neighborhood greenway with or without a 6-foot walking space on the east side of the street. The 6-foot walking space would accommodate pedestrians and bicyclists would share the road with vehicular traffic.

Belleville Way Option

Belleville Way is suitable for bike lanes, but this option would require a change in the allocation of street space to support these on-street bicycle facilities. This study determined that bike lanes would require the removal of parking from one side of the street. Removal of parking was a concern expressed by Cupertino Union School District representatives. West Valley Elementary School is located on Belleville Way and the roadway is very busy during school drop-off and pickup when parents queue and park to collect children. Belleville Way has sidewalks to accommodate pedestrians.

The Fallen Leaf Lane and Belleville Way routes could link to either Foothill Boulevard or the Interstate 280 overcrossing via the pedestrian/bicycle path on Homestead Road.

PARTIAL CREEK CORRIDOR PATH TO REMINGTON DRIVE AND MARY AVENUE

The pedestrian/bicycle path could exit the creek corridor in Sunnyvale at West Remington Drive to connect to city streets. This partial creek corridor route would link with existing and planned bicycle lanes and sidewalks on West Remington Drive and Mary Avenue. A pedestrian/bicycle bridge would span the creek at the end of West Remington Drive to provide a connection to the city streets. This pedestrian/bicycle bridge could also serve as a trail access point for area residents.

Sunnyvale will be reallocating street space to extend bike lanes on Mary Avenue. Bike lanes exist from Fremont Avenue south to Homestead Road and connect to Homestead High School and the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue. New bike lanes will be added through the feasibility study area from El Camino Real south to Fremont Avenue by

eliminating one vehicle travel lane in each direction and adding a two-way left turn lane. This will create street space for bike lanes. Parking and sidewalks will be retained on the street. The partial creek corridor route takes advantage of these planned on-street facilities.

The Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue spans Interstate 280 providing access to Stevens Creek Boulevard. Bicyclists and pedestrians would use existing bike lanes and sidewalks on Stevens Creek Boulevard to link to the trail at Blackberry Farm Golf Course. Stevens Creek Boulevard carries high volumes of traffic, serves as an interchange to State Route 85, provides access to DeAnza College and includes a steep hill to reach to the existing trail that extends through Blackberry Farm Park to Stevens Creek Boulevard. Facilities exist to support the movement of bicyclists and pedestrians, but the character of this county roadway is significantly different than the creek corridor trail in Mountain View and Cupertino.

ALL CITY STREETS ROUTE ALONG HEATHERSTONE WAY, KNICKERBOCKER DRIVE AND MARY AVENUE

The all city street route bypasses the creek corridor entirely and extends along city streets from the Dale/Heatherstone pedestrian overcrossing to Mary Avenue. A neighborhood greenway is feasible on Heatherstone Way. This would connect to existing and planned bicycle lanes and sidewalks on Knickerbocker Drive and Mary Avenue. The remainder of this route is identical to the partial creek corridor route. The all city street route would use the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue to reach Stevens Creek Boulevard and the existing trail in Cupertino.

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